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SANTA MONICA CIVIC CENTER

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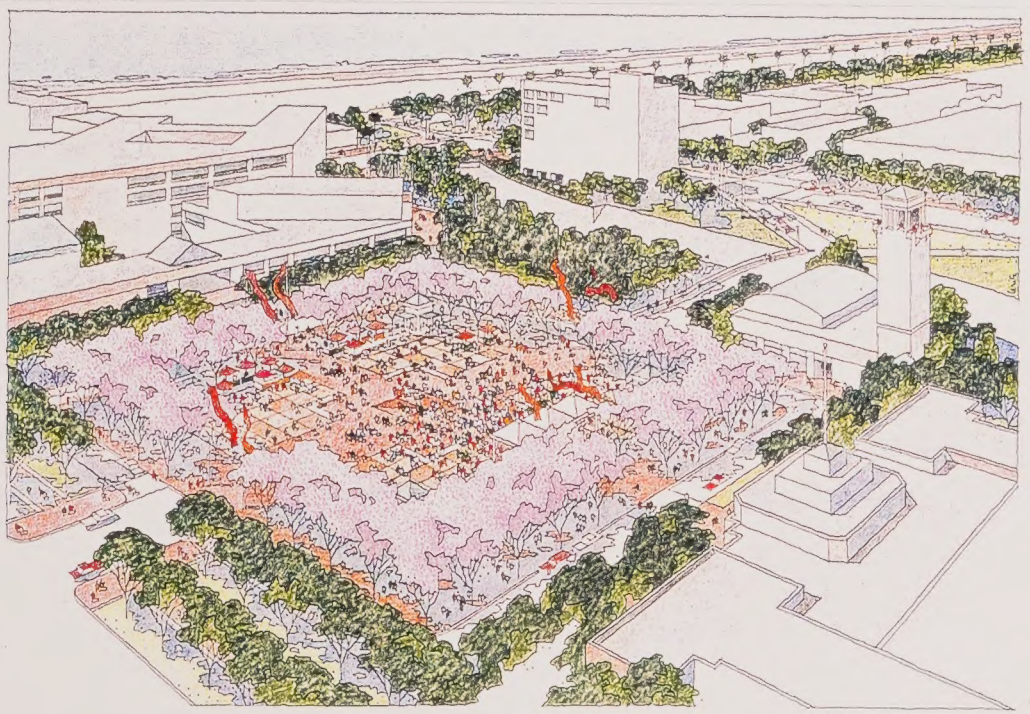

City of Santa Monica

1993

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SANTA MONICA CIVIC CENTER

• SPECIFIC PLAN •

The Civic Center Specific Plan was adopted unanimously by the Santa Monica City Council on November 23, 1993 through the adoption of Resolution No. 8685.

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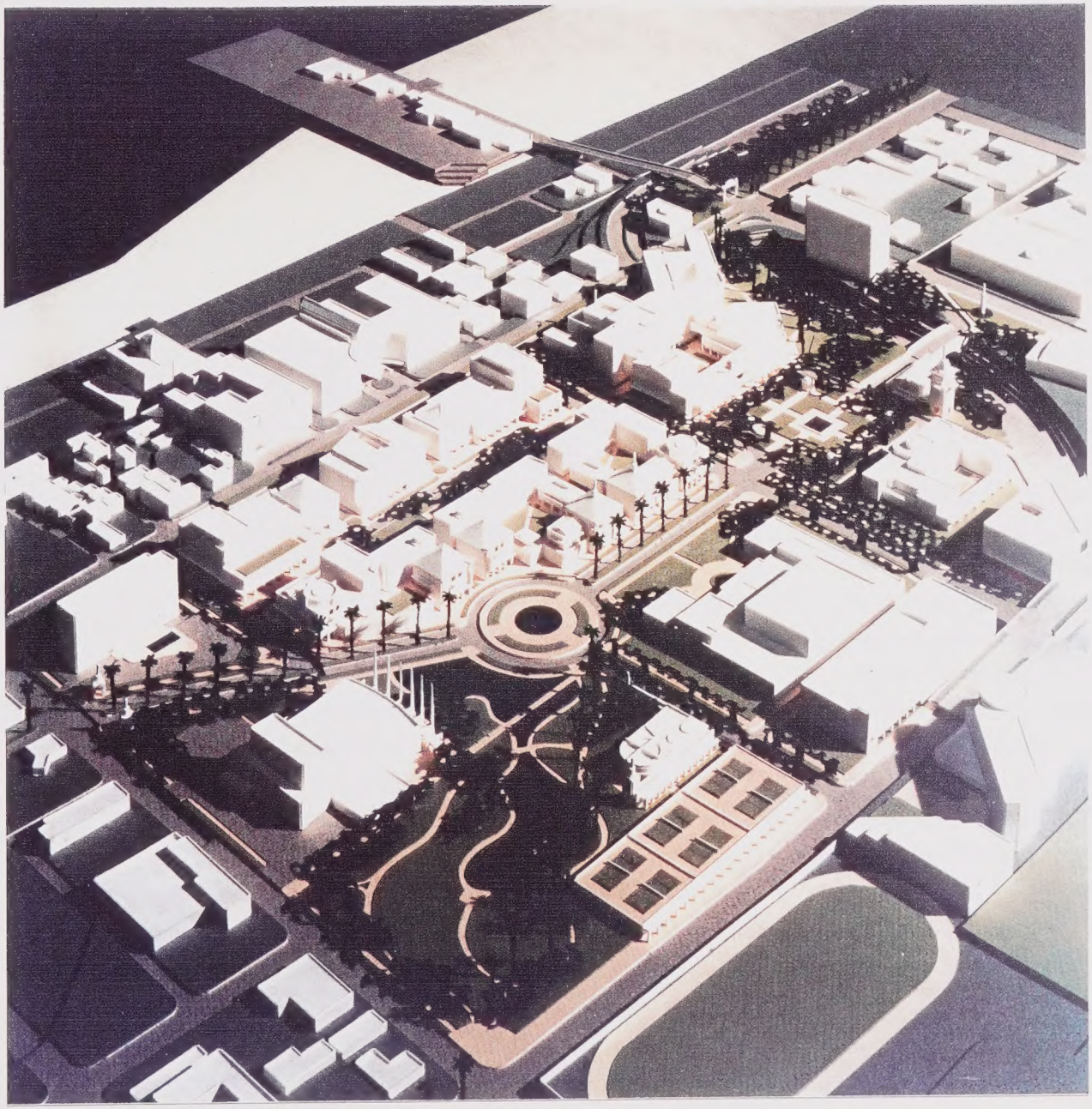


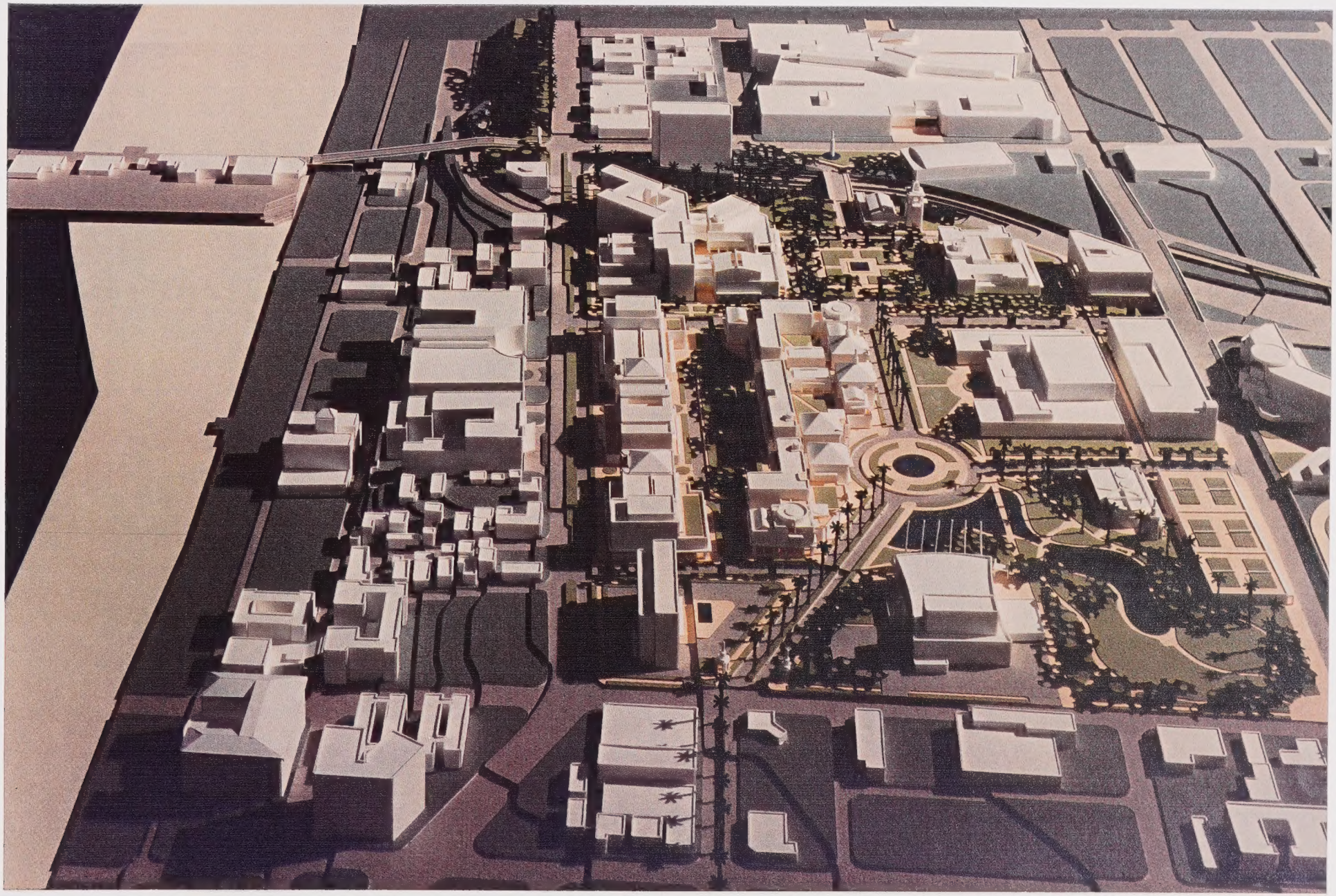
INTRODUCTION

The Civic Center area offers Santa Monica a significant opportunity to enhance the quality of life in the city; give greater meaning and identity to the government and cultural uses within the area; create a public gathering space of citywide significance; and help integrate this large and underutilized parcel meaningfully into the fabric of the city. The City's, County's and Rand's desire to upgrade facilities and more appropriately utilize land resources has underscored the need to develop a Specific Plan for the area. As called for in the General Plan and by City Council, the Specific Plan is intended to respond to the unique characteristics and potentials of the area and address both public and private ownership in a comprehensive manner.

A Community Advisory Committee, working with the Planning Commission and City staff, initiated in 1989 a process for the preparation of the Specific Plan. In April 1993, the Planning Commission, after holding public hearings, forwarded the draft Specific Plan with their recommendations to the City Council. In addition, they recommended that, prior to adoption of the plan, an urban design concept be prepared which would more clearly describe the implications of proposed policies, development standards and guidelines, and create an overall vision for the Civic Center area. The City Council appointed a Working Group, comprised of two members of the City Council and three Planning Commissioners, to work with City staff and consultants in the preparation of the urban design plan.

In June 1993, ROMA Design Group was retained and a process was initiated to explore design alternatives within the development parameters of the draft Specific Plan and EIR. The scope of work included interviews with community representatives, community workshops, and regular meetings with the Working Group. On the basis of the urban design plan, potential modifications and refinements of the Specific Plan would be identified. Over a four-month period of time, the Working Group, City staff and consultants held three weekend workshops and seven separate meetings with the Working Group, which were open to the public and where public comment was received. During this time period, alternatives were reviewed and a recommended urban design concept prepared. Additional traffic analysis was also conducted so that traffic impacts of any potential refinements or modifications could be clearly examined and mitigations incorporated. The recommended urban design concept was reviewed by City Council on October 12, 1993, and direction was given to prepare a revised draft Specific Plan on the basis of the urban design concept.

A revised draft of the Specific Plan was prepared under the direction of the Working Group. During the preparation of the plan document, additional public input was received at each Working Group meeting and a community-wide workshop was held. The revised plan was then forwarded to the City Council for their final review. On November 23, 1993, the City Council publicly discussed the draft plan and, after receiving public testimony, unanimously adopted it.



SUMMARY OF PROBLEMS AND OPPORTUNITIES

Although centrally located, the Civic Center is largely underutilized and isolated.

The Civic Center area is generally bounded by the Santa Monica Freeway on the north, Pico Boulevard on the south, Fourth Street on the east, and Ocean Avenue on the west. The area is of significant size and is as big as downtown Santa Monica. It is equivalent to 9 downtown blocks and comprises 45 acres of land—26 acres of which are within public ownership and approximately 15.8 acres are owned by the Rand Corporation. Although the site is centrally located within the city, adjacent to downtown and in close proximity to the beach, it is both isolated and underutilized.

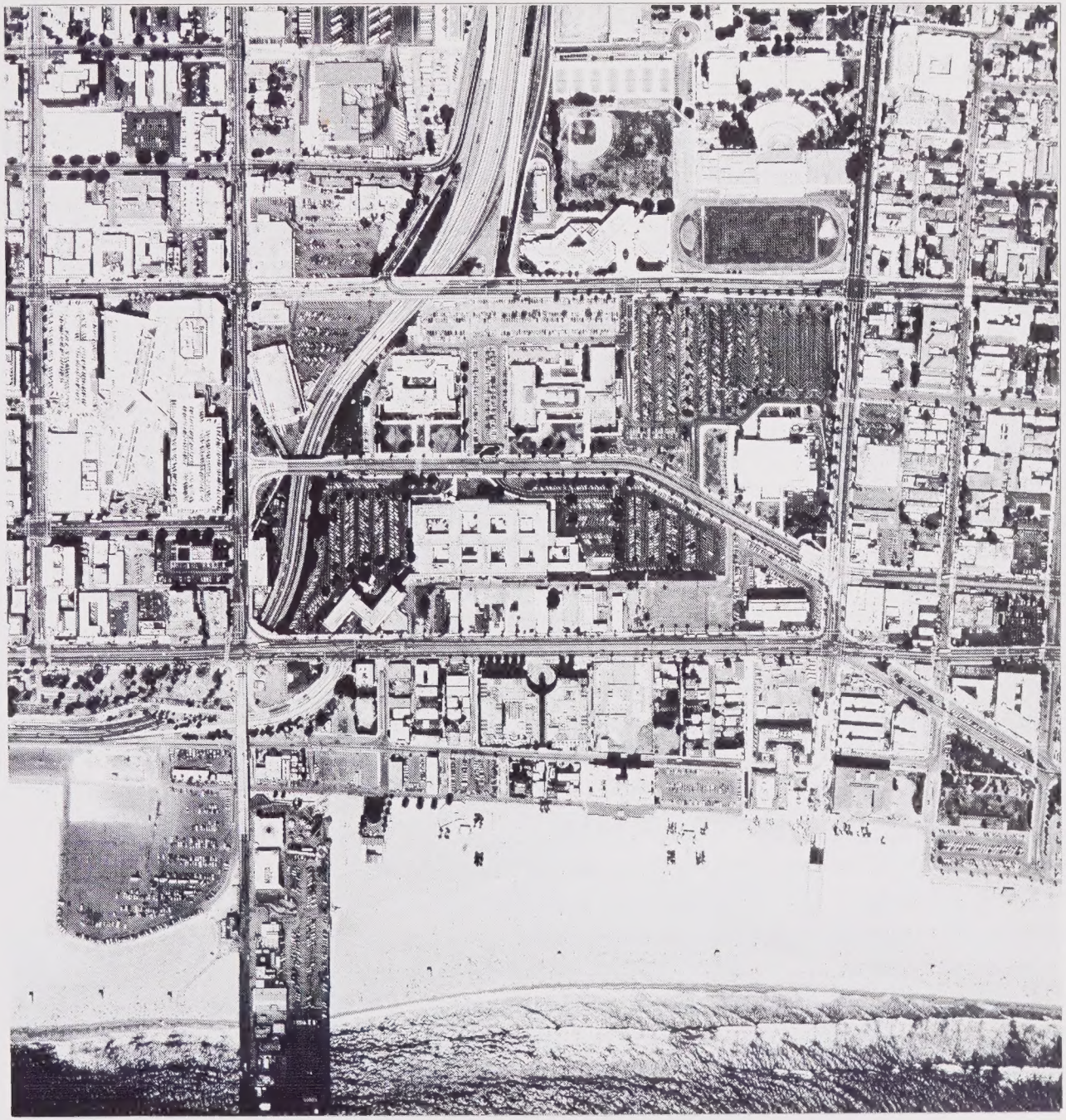
Today, the site appears more as a remnant of the consumptive patterns of development that epitomized the auto orientation of our society in the post-war era. More than sixty percent of the site is utilized for surface parking; however, access to and through the site is limited. Traffic flows are channeled to the perimeter streets, which are congested. Olympic Drive, which once traversed the site and provided local access in the east-west direction, was eliminated by the construction of the Santa Monica Freeway. Main Street, which is the only street that currently traverses the site, is excessively wide and tends to divide the area into two parts. In addition, while Main Street carries little traffic, its awkward discontinuity at Colorado Street creates one of the worst intersections in the city. Traffic analysis undertaken as part of the environmental process indicates that even without any new development onsite, traffic congestion and levels of service will continue to deteriorate on the surrounding streets.

Within the site, the Santa Monica City Hall and the Civic Auditorium, although very different, are the most distinctive in architectural style. The City Hall is a 1930's Art Deco building and the Civic Auditorium a

1950's streamlined modern period piece. On the other hand, the Courthouse tends to be nondescript, with little concern for aesthetic appearance or civic stature. Although the public buildings are formally organized along Main Street, the street neither creates a focal point for activities nor does it integrate the diverse buildings into a civic complex. Main Street establishes an axial relationship to the Civic Auditorium, but unfortunately terminates it at the shopping center parking garage. Perhaps the most memorable aspect of the area is the broad lawn areas associated with the City Hall and Courthouse, which serve as visual relief from the sea of surface parking and concrete. Across from the government buildings, the Rand buildings are also nondescript and institutional in character. Most of them, along with the boarded-up motels along Ocean Avenue, are scheduled for demolition. The only building on the Rand property that may remain is the five-story "Z" building.

The Main Street Bridge and the banks of the Santa Monica Freeway south of the bridge recall the historic landscape and topography of the coastal bluffs and arroyos characteristic of the Los Angeles region before most of the natural drainages were channelized and a more irrigated landscape was introduced. Ironically, today the site is traversed by the 11-foot square Kenter Canyon storm drain and the storm drain for the Santa Monica Freeway—both of which discharge to Santa Monica Bay near Pico Boulevard.

With the exception of an uncharacteristic dip in Main Street and the freeway cut, the site is relatively flat. The majority of topographic change in the area occurs east of the site within the high school property and west of the site along the coastal terrace. Views from the site to the beach are generally obstructed by existing buildings, with the exception of a view corridor framed by the Holiday Inn and the "Z" building between the City Hall and the Santa Monica Pier.



URBAN DESIGN CONCEPT

The Santa Monica Civic Center is an underutilized and relatively inaccessible parcel of land that currently is used primarily as a parking lot. Although it is centrally located within the city, it forms a barrier between surrounding neighborhoods, the downtown and the oceanfront. Future development offers the opportunity to reintegrate the area within the city by improving accessibility, creating a more meaningful range of activities, and establishing a memorable place that reflects the diverse values and aspirations of the community.

The concept for the development of the area builds upon the traditions of the American town hall and village green — that is, essentially a meeting place that brings together a broad range of activities within an attractive and inclusive environment. It is intended to have some level of formality in organization, but will not emulate the grand, stand-alone or single-purpose government center, dominating the landscape through monumental buildings and ceremonial open spaces. At the same time, it is not intended to become a major focus of retail and entertainment uses and extend the experience of the Third Street Promenade or Santa Monica Place. Instead, it will contrast those areas and add to the diversity of the downtown with a mix of uses within a public-oriented setting. The mixed-use approach is particularly relevant here because of the combination of public and private properties. The Civic Center is not only the location of the City Hall, the County Courts and Civic Auditorium, but also the home offices of the Rand Corporation, which is the city's second largest employer and a nationally recognized research institution.

Creating a mix of activities and uses which have broad community appeal is essential to the integration of the site within the city. The

existing diversity of government, civic, institutional and tourist-related uses will be enhanced by the introduction of residential and a limited amount of commercial development as called for in the draft Specific Plan. In addition, the urban design concept envisions an expanded program for the arts and for cultural and recreational activities.

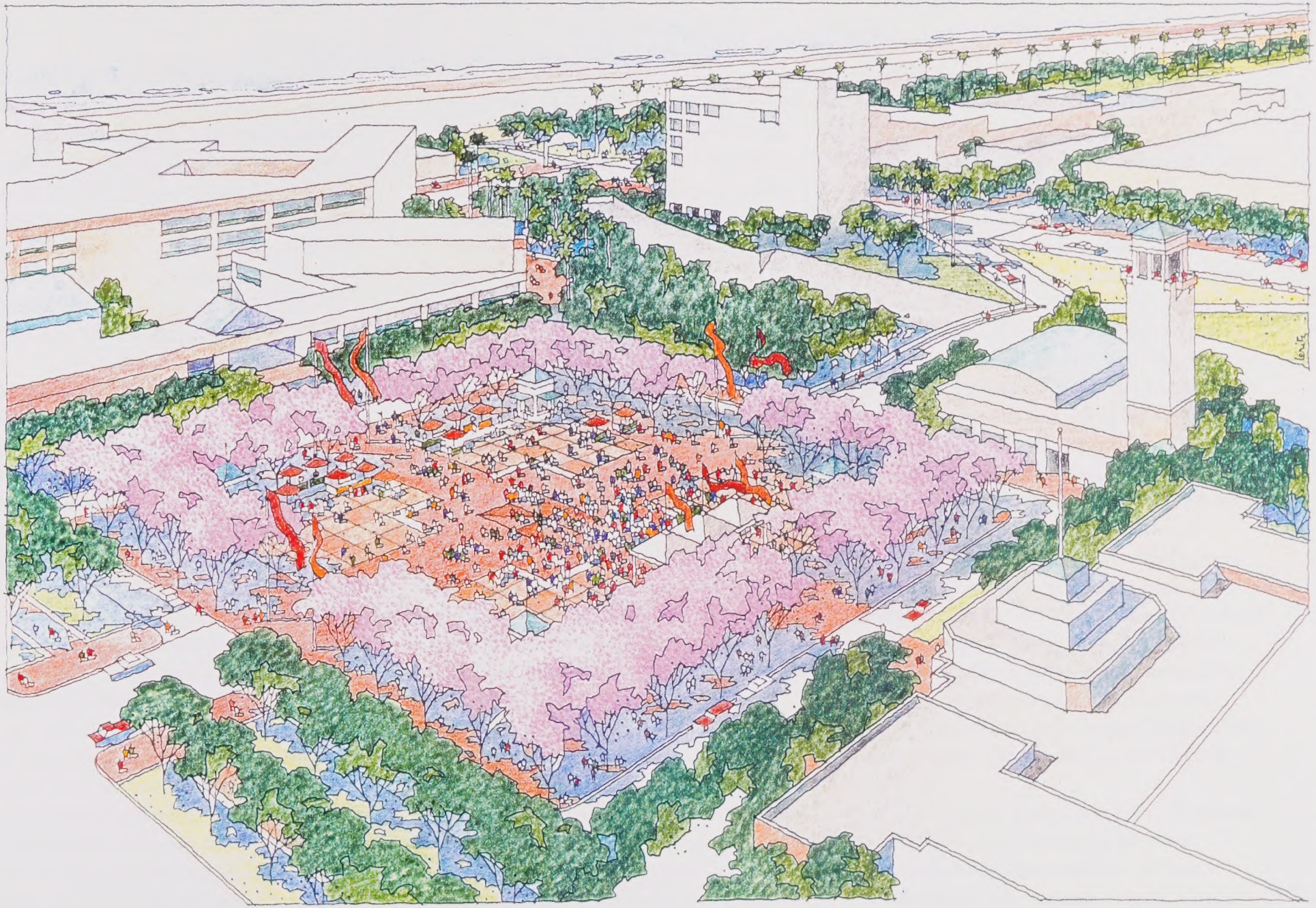
The Urban Design Framework

The urban design concept builds on the unique qualities of the site and creates a sense of place through a purposeful act of city building. It focuses on the design of the public realm and the relationship between the components within the site and the context of the surrounding area. The urban design concept illustrates how buildings, open spaces and streets will be organized to create an exciting public place. Emphasis is given to the open space system, which not only includes parks and plazas, but also streets and other public ways as well. Streets are fundamental open spaces within cities and contribute greatly not only to the structure of the urban environment, but also to its amenity and livability. At the Civic Center, as at the Third Street Promenade, the role of the street will be redefined so that it becomes more than just a conduit for traffic movement, but an integral part of the civic life of this district.

The plan focuses on three major principles for the development of the area:

- **Redefining Main Street.** Main Street is redesigned to become a focal point for the surrounding uses, and its movement function is integrated within the open space system. A wide landscaped median gives better definition to the street as a continuous element through the site. Main Street incorporates two major open spaces within it — a Circle and City Hall Square. The Circle punctuates the change in direction of the street and creates a sense of arrival at the Civic Auditorium and park. The City Hall Square gives special significance to City Hall and establishes a gathering place for public, civic-oriented activities. The redefinition of Main Street allows for the development of a stronger connection between the downtown, the Civic Center and the Main Street District by creating both a more memorable movement experience and a sense of destination and arrival.

- **Extending the Palisades Landscape.** The characteristic landscape of the Los Angeles region bluffs and arroyos will be extended into the Civic Center site in an informal and naturalistic fashion from the Pacific Ocean to the City Hall Square. It will recall the historic site influences and evoke a mood or character against which other open spaces can be juxtaposed. This landscape will be overlain by the formal geometries and axial relationship of Main Street but will reappear to help create a six-acre civic/cultural park adjacent to the Civic Auditorium. The park will utilize the powerful imagery of water, emulating its dynamic qualities



and flowing forms. Water will also be used in other open space elements to create a series of events that both mark places and create a strong visual and symbolic connection to the ocean. Pedestrian and bicycle paths will allow for diagonal movement through the area, helping to better link the Santa Monica Pier and Palisades Park to the Civic Center and Ocean Park neighborhood.

- **Meeting the City Grid.** The height of future buildings is always a concern within established cities, particularly for sites adjacent to residential neighborhoods or near a public amenity or valued resource such as the waterfront. Often understated, but of equal importance to building height, is the overall "penetrability" of a large site, created not only by streets, but also by public access easements, passages and courtyards. Cities with a fine-grain fabric, such as Portland with its 200-foot by 200-foot grid, are extremely walkable and pleasant for the pedestrian. The large size of the Civic Center could encompass the entire nine blocks which make up Santa Monica's downtown or the equivalent of 18 blocks of downtown Portland. To break down the size of the site, make it more accessible and friendly to the pedestrian, and create linkages to the surrounding city and a finer grained pattern of development, the urban design concept proposes the development of a rich fabric of mixed-use streets, visual corridors, pedestrian and bicycle ways.

Civic, Cultural and Community Uses

Main Street, the Palisades landscape and a pattern of public ways that meets the city grid form a strong physical framework for the Civic Center and create specific opportunities for a rich mixture and diversity of public-spirited and community-oriented activities. A key to the success of the Civic Center area will be the development of civic, cultural and arts activities that build upon the traditions of the area but refocus them into new and exciting venues. For thirty-five years, the Civic Auditorium served as the center of civic events in Santa Monica and the west side of Los Angeles. Beginning as a music hall, for years it was the location of the annual "Oscar" award presentations. In the sixties and seventies, it became a rock and roll mecca for every major rock group in the world. In recent years, however, these activities have declined and the Civic Auditorium is now seeking new uses that will generate revenues and activity within the area.

The urban design concept for the Civic Center calls for a rethinking of the civic, cultural and arts activities within the area. Rather than orienting activities within a single, stand-alone facility, such as a museum or auditorium, the concept embraces the notion of art integrated into daily life, with the site itself as an open museum. The concept envisions many different kinds of activities, staged in indoor and outdoor places and linked together by a highly imageable system of public open spaces. It envisions permanent as well as temporary structures, such as inflatables, tents and kiosks, and structures that foster experimentation with potential program ideas, meet the needs on a temporary basis, and slowly build an identity and pattern of use suited to the cultural needs of the community. Opportunity sites for cultural and art activities within buildings and in the open spaces are identified and, although these need to be further programmed, some preliminary ideas are described below:

- The Viewing Tower, near Main Street and the freeway, will provide a place for people to view the entire city of Santa Monica and the expansive Pacific Ocean.

As a one-of-a-kind vertical structure, the tower can be designed as an artistic creation in itself, evoking a fantastic quality reminiscent of some of the more eccentric structures that have been constructed over the years in Los Angeles. Adjacent to the tower, a 10,000 to 15,000 square foot public assembly building could be accommodated. This building can serve as a town meeting hall or as an events facility. The building form can take advantage of the topography and buffer the nearby town plaza from freeway noise. It can also allow for activities to spill out onto the plaza for major events, or the plaza can serve as a forecourt for regularly scheduled activities. The tower and the meeting hall will also create a new gateway marker to the city in the same way as the ornamental flower beds historically were used in the same location to announce one's arrival in Santa Monica.

- The City Hall Square is planned as a major public gathering space which will enhance the image and identity of the City Hall and the Civic Center. Its relationship to the City Hall provides an opportunity for activities of a civic or ceremonial nature. It is designed to feel comfortable when only a few people are there, but can also accommodate large gatherings and a variety of programmed activities. It is envisioned as an area for daily social and political interchange or as a setting for large gatherings — the beginning point for parades, races, a place for political expression, or as a possible site for the relocation of the weekly farmers market. Its location is critical in bringing together the Pier, Palisades and Oceanfront, as well as downtown and the Ocean Park neighborhood with the Civic Center. At the same time, it also serves as the interchange point for local shuttle service and citywide buses, and it might in the future be adjacent to the regional light rail transit system. As a result, it will express the meeting point for the entire community. The square could be designed so that tables and chairs are added for special events or festivals. Four kiosks are planned within the plaza to provide for uses that will enliven it and serve the needs of adjacent areas.

- The Civic Auditorium is seen as a major asset which has, over the years, contributed in a significant way to the community use of the site. The existing building could remain as is, or it could be remodeled or demolished to take greater advantage of the opportunities for conferencing and visitor-oriented activities made possible by multimedia. Rather than pursuing traditional convention-style business that requires large exhibit halls, a facility could be built that distinguishes the city by focusing on the important role that communication plays in an expanding global economy and on the growing demands of information-based industries. The City intends

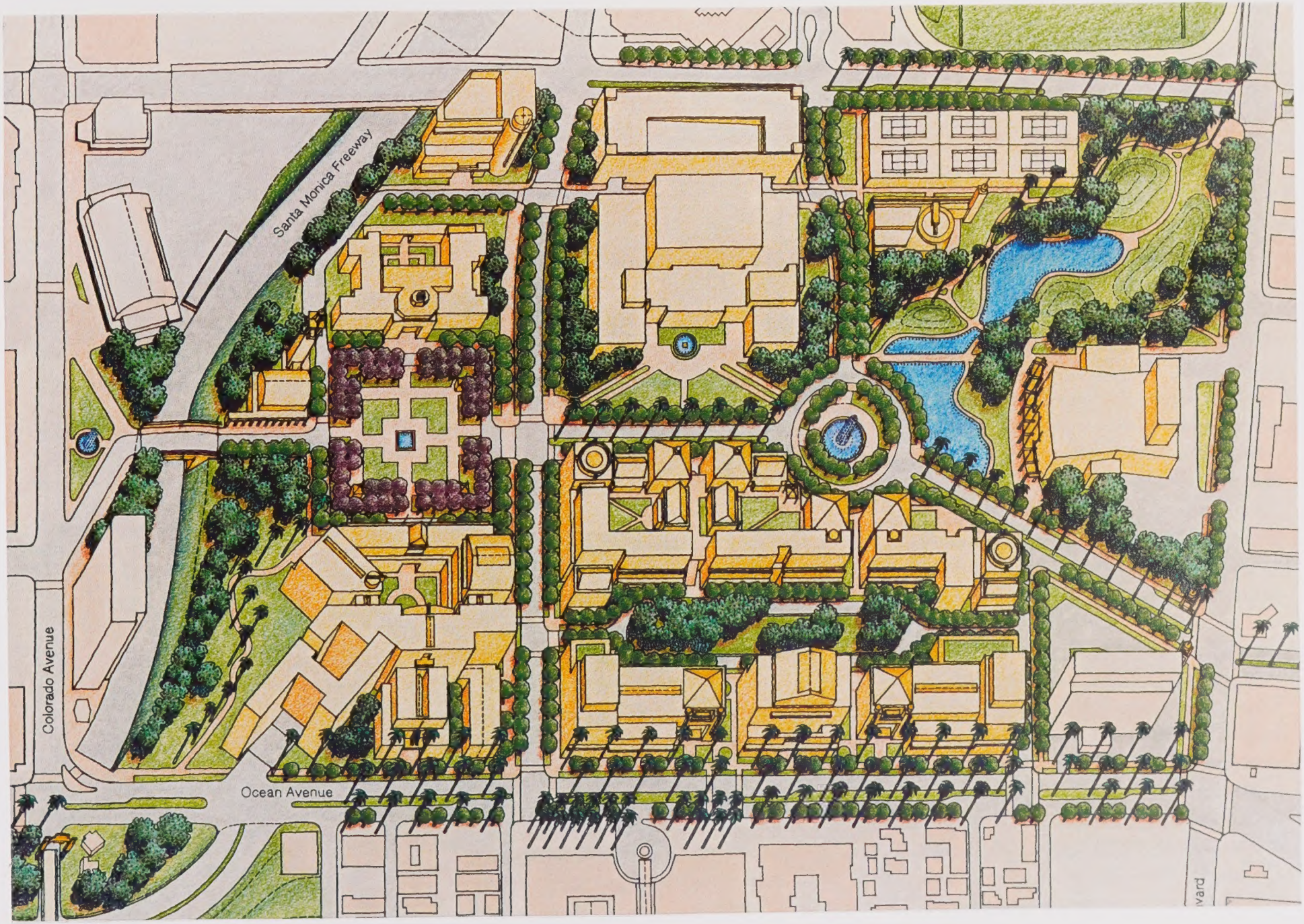
to undertake an in-depth market analysis to establish the facility requirements and program parameters for the future use of this site.

- The Civic/Cultural Park adjacent to the Civic Auditorium is made possible by the relocation of surface parking to a parking structure behind the Courthouse. The park offers a significant opportunity for the programming of outdoor cultural, recreational and civic activities. There is the potential to build on a number of environmental themes related to, for example, water and the ocean, as expressed through the water elements of the park itself, as well as to develop activities geared to children, young people and the elderly. A quiet, more passive environment is envisioned for strolling, walking and enjoying the amenity of the park. At the same time, the space could be utilized for outdoor concerts on the green during summer months or for special events held in an inflatable structure or tent.

- The Circle along Main Street is envisioned as an extension of the activities programmed within the Civic/Cultural Park. This space could become a focal point, linking the sequence of spaces between the City Hall Square and the Civic/Cultural Park. It will be organized around a major fountain and could be programmed with activities oriented to this central amenity. For instance, it could become a place where children bring or can rent miniature boats to launch them within the fountain.

- A public building site is designated for a child care center and community, cultural and/or recreational facility on the northeast corner of the existing Civic Auditorium parking lot. This site could include facilities that broaden the attraction of the area for teenagers and the young, such as a children's museum or interactive cultural facility for all ages as well as an ice skating rink. A parking garage, required to meet future public parking needs, may be located below these facilities.

- The mix of private residential and commercial uses within the Civic Center area will complement and strengthen the cultural and community orientation of the area. The most direct effect on the open space areas would be from the ground floor uses along Main Street. On the ground floor, the residential buildings could house artist studios and create live/work environments that add to the vitality of the area as a cultural center. The conferences, symposiums and meetings that are sponsored by the Rand Corporation can support the conferencing that occurs at the Civic Auditorium and be tied to activities planned there as well.


Santa Monica Freeway
Colorado Avenue
Ocean Avenue

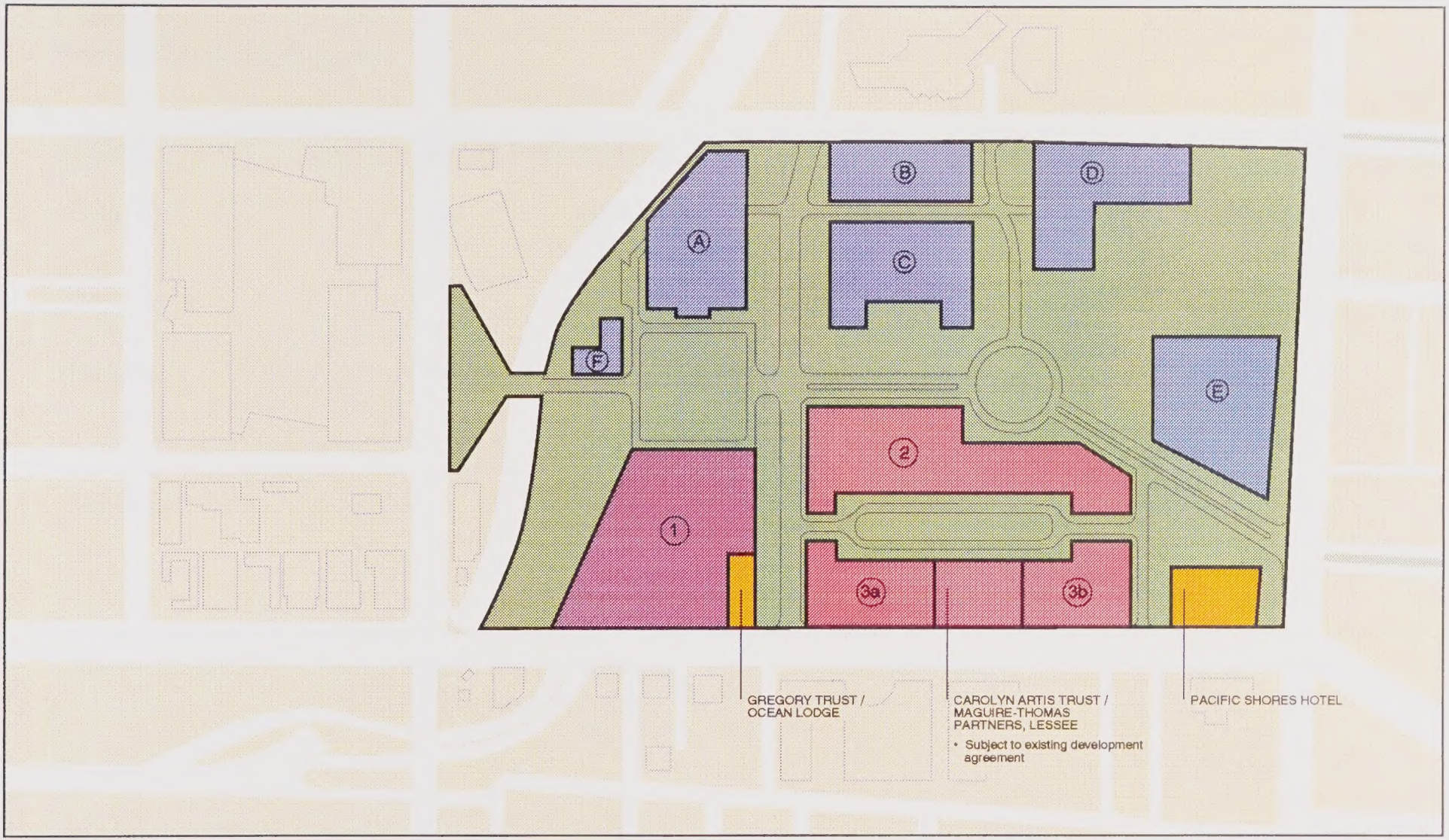
LAND USE AND COMMUNITY DESIGN ELEMENT

This element of the Specific Plan describes the location, extent, intensity and character of proposed land uses for the Civic Center area. It includes text, tables and graphics necessary to describe the objectives and policies as well as property development and parking standards and design guidelines for each of the three basic categories of land use, as follows:

- **Open Space.** A new system of public open spaces and public access easements is developed. This includes the City Hall Square and Main Street Circle, the Arroyo, the Courthouse Lawn and the Civic/Cultural Park as well as a variety of smaller pedestrian ways, courtyards and gardens. Open spaces are closely integrated with the circulation system and are utilized to help structure the environment, reinforce a civic identity, and make the site more publicly accessible.

- **Public Use.** Public uses provide for existing and expanded government facilities, including the City Hall and County Courthouse. They also provide for the existing Civic Auditorium or a new facility that better serves the community today. In addition, new sites for cultural, community and recreational facilities are created by the removal of surface parking. Public parking structures in convenient locations complementing open space areas and buildings are also proposed.

- **Private Development.** There are 16.6 acres of private land not including the Pacific Shores Hotel, which is under a long-term lease from the City, within the Civic Center area. The plan provides for the development of institutional uses on private property, with the intention to accommodate the future facility needs of the Rand Corporation, which is both the major private property owner and a significant employer



Land Use Diagram

PUBLIC USE
- A. CITY HALL / POLICE
- B. PUBLIC PARKING
- C. COUNTY COURTS
- D. CULTURAL / COMMUNITY FACILITY AND PUBLIC PARKING
- E. CIVIC AUDITORIUM
- F. VIEWING TOWER AND CULTURAL / COMMUNITY FACILITY

INSTITUTIONAL (3.6 AC)
- 1. RAND CORPORATION OFFICES

MIXED USE
- 2. RESIDENTIAL EMPHASIS (3.3 AC)
- 3. COMMERCIAL / RESIDENTIAL (1.8 AC)

HOTEL

STREETS AND OPEN SPACE

Table I

Proposed Land Use Program

District	Existing Development	Allowable New Development	Total Program Yield
Public Uses	• City Office: 75,000 s.f. • County Courts: 140,000 s.f. • Auditorium: 125,000 s.f.	• City Office: 120,000 s.f. • County Courts: 140,000 s.f. • Auditorium: No expansion • Cultural/Community: 55,000 s.f.	• City Office: 195,000 s.f. • County Courts: 280,000 s.f. • Auditorium: 125,000 s.f. • Cultural/Community: 55,000 s.f.
Institutional	• 300,000 s.f.	• 200,000 s.f. discretionary • Retail: 5,000 s.f.	• 300,000 s.f. by right • 500,000 s.f. discretionary[1] • Retail: 5,000 s.f.
Mixed Use[2]		• Residential: 350 du's • Live/Work: 35,000 s.f. • Office: 250,000 s.f. • Retail: 15,000 s.f.	• Residential: 350 du's • Live/Work: 35,000 s.f. • Office: 250,000 s.f. • Retail: 15,000 s.f.
Hotel	• Pacific Shores: 93,000 s.f. • Oceanview Lodge: 7,500 s.f.	• No expansion without supplemental review	• Hotel: 100,500 s.f.

[1]On this site, 300,000 s.f. of development is allowed subject to conformance review; an additional 200,000 s.f. may be allowed subject to a development review permit.

[2]Not including Maguire-Thomas parcel, which is subject to an existing development agreement.

within the city. It also provides for the existing hotels and the development of a mixture of residential and commercial uses in a village setting which broadens the mix of activities and helps integrate the Civic Center in the city.

Land Use Goals

The major land use goals of the Civic Center Specific Plan are to:

- Establish a pattern and mix of public and private uses that integrates this large site into the remainder of the city and creates a vibrant civic gathering place; and to

- Create a cohesive public framework of streets, parks and other open spaces necessary to: support land uses; organize private and public buildings; enhance views and activity linkages; and create an attractive pedestrian environment.

Open Space

This section of the Land Use Element sets forth the public open space framework of the Civic Center district. This framework is comprised of dedicated public open space areas and public access easements and view corridors that tie together the land uses of the Civic Center area. The open space system is extended through the use of courtyards, gardens, pedestrian ways and setbacks which are more closely associated with buildings within development areas. These are discussed in the property development standards by land use category.

There are seven major components that comprise the public open space system; each has its own unique characteristics and opportunities. The following objectives and policies describe the intended character and treatment of these areas, and their role in creating a diverse, yet cohesive, system of public places.

Overall Objectives

1. Create a continuous public open space system which connects Palisades Park and the Santa Monica Pier to the Ocean Park neighborhood and the Main Street district with downtown and the Third Street Promenade.

2. Structure and organize the open spaces of the Civic Center to give special significance to key civic landmarks such as City Hall and the Civic Auditorium.

3. Create an open space system that supports on-site uses; contributes to an attractive pedestrian environment; and enhances open space and recreational opportunities citywide.

4. Encourage the integration of art in public places throughout the Civic Center area.

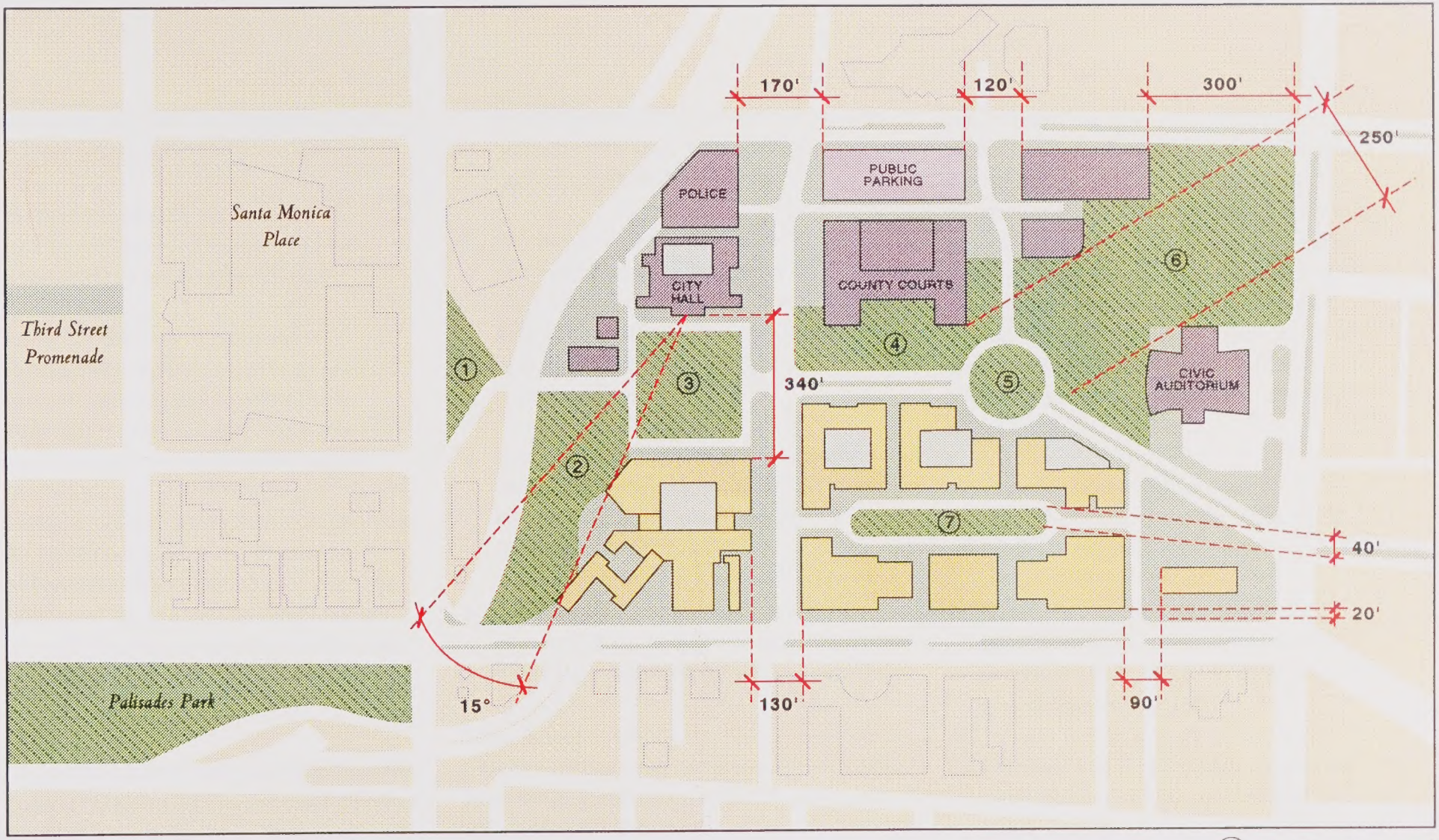
City Hall Square

Objective: Create a significant civic gathering space directly associated with City Hall.

The plan calls for the creation of a City Hall Square at the heart of the Civic Center that can serve as a focus for community gatherings and that can provide an appropriate civic setting for City Hall. The square will also become an important gateway to the Civic Center from downtown. The plan sets forth the following policies for the design and treatment of this open space:

1. Designate an open space (1.6 acres in size, not including adjacent streets and centered on both Main Street and City Hall) for the creation of the City Hall Square.

2. Reroute Main Street traffic around



Open Space Plan

- OPEN SPACE
- PRIVATE OR SEMI-PUBLIC COURTYARDS
- PARKS / PLAZAS / PROMENADES
- PUBLIC BUILDINGS
- PRIVATE BUILDINGS
- VIEW CORRIDORS AND SETBACKS

1 MAIN STREET TRIANGLE (0.6 AC)
2 THE ARROYO (2.1 AC)
3 CITY HALL SQUARE (1.6 AC)
4 COURTHOUSE LAWN (1.6 AC)
5 MAIN STREET CIRCLE (0.6 AC)
6 CIVIC / CULTURAL PARK (6.0 AC)
7 VILLAGE GREEN (0.7 AC)

the square on a one-way loop road that is 20 feet in width.

3. Establish a sidewalk and landscaped area 30 feet in width beyond the road as a transition to adjacent buildings.

4. Allow for the road to be closed to accommodate special events (e.g., markets, festivals, parades) and to allow for an expanded contiguous open space area while maintaining continuous shuttle service.

5. Design buildings in a manner that reinforces the spatial integrity of the open space and creates public-oriented activities at its perimeter. To this end, buildings should generally be built to the property line adjacent to the square and include active public-oriented uses at their base.

6. Design the plaza to feel comfortable during major civic gatherings as well as when only a few people are there.

7. Design the plaza to be a friendly and pleasant year-round environment, with adequate shade, an appropriate combination of hard and soft surfaces, and with subtle changes in elevation that help to organize and structure the space.

8. To help activate the square and enhance its sense of security throughout the day, allow up to four small kiosks, with no more than 200 square feet of enclosed space in each kiosk, for public-oriented or commercial uses.

9. Design the kiosks as elegant landmark structures that help to reinforce the spatial organization of the plaza and provide a strong public face on all sides.

10. Below-grade parking structures are not permitted because they will compromise the City Hall Square and its landscape qualities.

Main Street Circle

Objective: Create a strong focal point which marks Main Street's change of direction and enhances its axial relationship with the Civic Auditorium.

The plan calls for Main Street to be reconfigured to enhance the overall identity and organizational structure of the Civic Center area. Where the street changes direction immediately north of the Civic Auditorium, the creation of a roundabout is planned to create a stronger sense of arrival at the core of Civic Center, to "calm" vehicular movement, and to reinforce the north-south axial relationship between the City Hall Square and the Civic Auditorium. More specifically, the following policies are established to guide the design and treatment of the Main Street Circle:

1. Create a circular public space of 0.6 acres, centered on Main Street and the Civic Auditorium.

2. Introduce a major water feature at the center of the circle, to accentuate the focal point and provide an attractive amenity for pedestrians.

3. Establish a wide promenade around the water feature, with broad-canopied trees and public seating.

4. Reroute Main Street traffic around the circle, and allow for the circle to serve as a dropoff for the Civic Center and Civic

Auditorium when portions of Main Street are closed for special events.

The Arroyo

Objective: Maintain and enhance the visual and open space corridor between City Hall and Santa Monica Pier.

The northern edge of the Civic Center is extremely important in establishing visual and physical connections to the larger city, in particular to the Pier, Palisades Park and the Oceanfront. The creation of a strong open space connection with landscape continuity will preserve views and provide for public access through the Rand site.

1. Prohibit buildings from encroaching north of a line between the main entrance of City Hall and the northernmost point of the "Z" building within the Rand complex in order to maintain views and provide for public access and open space.

2. Extend the landscape quality of Palisades Park along the southern edge of the freeway to create visual continuity and to serve as a buffer to the freeway.

3. Allow for separate pedestrian and bicycle access through the area between Palisades Park and the City Hall Square.

4. Design the open space to create an appropriate transition between the Rand complex and the Arroyo landscape, and as a pastoral and naturalistic landscape that provides a counterpoint to the more formal Main Street axis.

5. Maintain the area as a predominantly green and lush landscape, with large specimen trees and an open meadow that maintains views and supports public recreation and occasional spillover activity from the Rand complex.

6. Provide for the future potential of a freeway deck that could extend portions or all of the Arroyo to the north.

7. Maintain the Arroyo as a 2.1-acre publicly accessible open space, subject to the same use regulations as a city park.

8. Below-grade parking structures are not permitted because they will compromise the open space and landscape qualities of this area.

The Courthouse Lawn

Objective: Maintain and enhance the Courthouse lawn to strengthen the visual clarity and pedestrian continuity of the Civic Center.

Currently, open space within the Civic Center is predominantly comprised of landscaped areas associated with the major public buildings. These lawn areas reinforce the civic character and identity of the Civic Center. In the case of the County Courthouse, the front lawn provides an important landscape setting for the building and a key north-south visual connection between the City Hall and Civic Auditorium. The preservation of this open space is critical to the integrity and overall continuity of the open space framework. The following policies are intended to guide the design and treatment of this open space:

1. Discourage new development or building extensions to the west of the existing Courts

facade in order to preserve the 1.6-acre lawn as an integral part of the Civic Center open space system.

2. Introduce pathways and landscaping in front of the Courthouse to reinforce the Main Street axis and improve pedestrian and visual linkages between the planned City Hall Square and Main Street Circle.

3. Introduce landscape treatments and other elements that improve the visual appearance and civic significance of the Courthouse building.

Civic/Cultural Park

Objective: Create an open space which provides a strong visual and open space link to the adjacent neighborhoods while complementing and extending the role of the Civic Auditorium as a venue for special events.

The Civic Center also provides opportunities for the creation of a more pastoral landscape suitable for passive recreational enjoyment and community and cultural events. This open space, situated on the southeast portion of the area, will also be critical in providing open space amenities and pedestrian linkages to the adjacent Ocean Park neighborhood. The following policies are intended to guide the design and treatment of the open space:

1. Designate 6.0 acres for the creation of a civic/cultural park that reinforces the visual continuity of the overall open space system while allowing for the extension of cultural and recreational activities from adjacent public buildings.

2. Establish an informal landscape with a grassy open meadow to contrast the more regular and axial treatment of the Main Street corridor.

3. Utilize water feature(s) to visually extend the sense of the coastal setting, and to provide a major amenity within the open space.

4. Incorporate bicycle and pedestrian pathways through the park to improve access from adjacent neighborhoods to the downtown and other destinations to the north.

5. Provide landscaping and/or berming to screen adjacent parking.

6. Below-grade parking structures are not permitted under the park; they would compromise the open space and landscape qualities of this area.

7. Establish a community process for the design of the park, with participation by the Recreation and Parks and Arts Commissions, as well as residents and property owners in the area.

Main Street Triangle

Objective: Create a landscape element that provides a distinctive gateway between the downtown and the Civic Center.

North of the existing Main Street Bridge, the plan calls for Main Street to be diverted south to meet Colorado Avenue at the Second Street intersection. This allows for a continuity of vehicular movement between the Civic Center and the downtown core and also relieves a major existing congestion point. In so doing, a triangular open space is created at the northern terminus of Main Street, providing the opportunity to establish a prominent entry statement as well as an important linkage for pedestrians moving between Santa Monica Place and the Civic Center. More specifically, the following policies are intended to guide the design and treatment of this open space:

1. Improve the 0.6-acre parcel created in part by the realignment of Main Street to Second Street as a gateway to the Civic Center.

2. Design the space to enhance the sense of orientation for pedestrians moving between the Civic Center and Santa Monica Place, and for motorists, pedestrians and bicyclists travelling between Main Street and Second Street.

3. Introduce large specimen trees to help screen and reduce the visual prominence of the Santa Monica Place garage.

The Village Green

Objective: Create an open space amenity at the heart of the planned mixed-use village.

As the centerpiece of the planned mixed-use village, the plan calls for the creation of a Village Green that can provide for local gatherings, passive recreation, and a children's play area. In addition, the green will be important as a visual space, giving the neighborhood a central focus and identity. The following policies are intended to guide the design and treatment of this open space:

1. Designate 0.7 acres (not including roads) for the creation of an 80-foot wide Village Green as a focal point for the mixed-use village.

2. Allow local traffic to circulate around the green on a narrow 20-foot wide roadway.

3. Emphasize the neighborhood character of the area by discouraging traffic destined for commercial uses and by limiting parking access to residential buildings.

4. Set buildings fronting on the green back 20 feet from the road to allow for sidewalks and curbside landscaping.

5. Design buildings in a way that orients street-level activities to the sidewalks and to the Village Green.

6. To the greatest degree, the open space should be a grassy place, with large specimen trees around the space to provide shade and greenery.

7. Incorporate a small children's play area within the green to complement adjacent residential uses.

8. The Village Green will be designed and built by the private developer and either dedicated to the City or owned and operated by the private developer in a manner commensurate with that of a public park.

9. Below-grade parking structures are not permitted because they will compromise the open space and landscape qualities of this area.

Public Uses

This section of the Land Use Element describes the areas of the Civic Center designated for public use. As shown on the Land Use Diagram, six public use parcels are designated within this land use zone. These parcels are governed by both the overall objectives and the site-specific objectives and policies outlined below:

Overall Objectives

1. Allow for the improvement and expansion of existing City and County functions within the Civic Center.

2. Enhance cultural, recreational and other community-related uses in order to broaden

the role and significance of the area within the city.

3. Replace existing surface parking with public parking structures centrally located and designed in a manner which complements land uses and open space areas, and which does not compromise the pedestrian environment or the desired visual character of the area.

Parcel A: City Hall/Police Building

Objective: Restore the distinctive qualities of the original City Hall building, and allow for the expansion of the police department and other City functions.

The current City Hall building is in significant need of expansion to accommodate the needs of city government and police functions. The plan calls for the expansion of the building to the east toward Fourth Street and for the preservation and enhancement of the historic Art Deco structure as a major landmark within the Civic Center district. More specifically, the following policies apply to the design of facilities on this parcel:

1. Allow for the construction of a new police department of up to 120,000 square feet. The total development, including the existing City Hall, should not exceed 195,000 square feet.

2. Locate the new building east of the existing City Hall and north of the Olympic Drive right-of-way.

3. Limit the height of the building on Parcel A to four floors or 56 feet, as measured from existing grade. Additional height up to 84 feet will be considered if it can be demonstrated that such additional height enhances the relationship between the existing and new buildings.

4. Evaluate the possibility of spanning the Santa Monica Freeway with the police building and/or a joint-use parking structure to serve the City's and adjacent property owner's (Sears) needs.

5. Create an appropriate building front to Fourth Street, with public-oriented ground-level uses along the street and high quality materials (e.g., precast concrete) that are compatible with the City Hall and adjacent civic buildings.

6. Provide below-grade parking under the building and connect it to the parking structure east of the County Courthouse to provide for police vehicle parking and the potential of an underground prisoner access way to the Courthouse.

7. Restore, to the extent feasible, the courtyard in the existing City Hall, and improve the overall condition of the building.

8. Design the new building to complement the historic City Hall structure.

9. Maintain the existing service lane along the north and east sides of City Hall and connect it to the public parking structure behind the Courthouse.

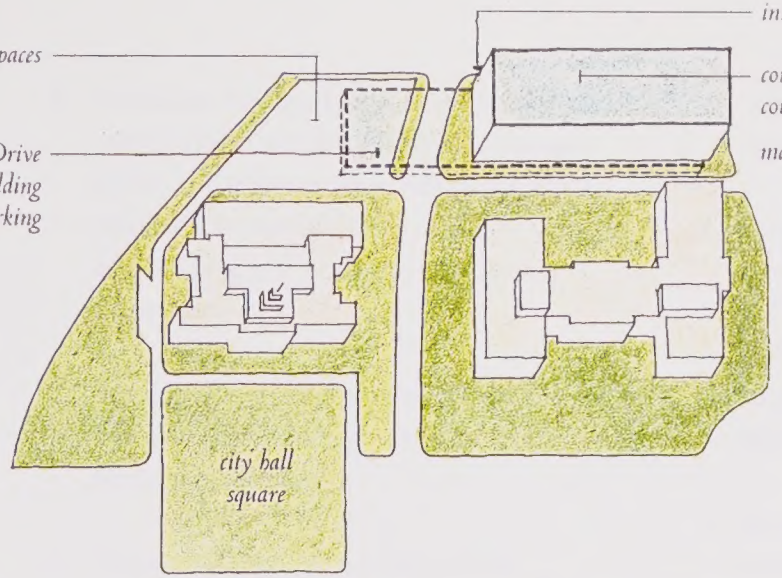
10. Improve landscaping along the freeway edge next to the City Hall and Police Building.

Parcel B: Public Parking Facility

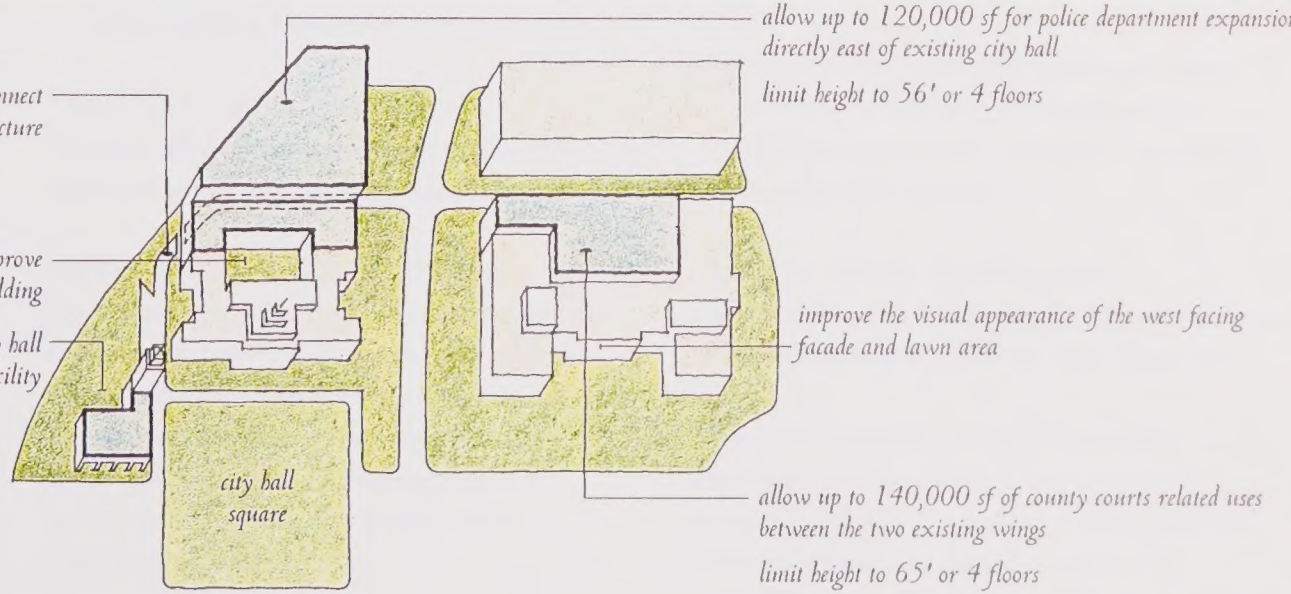
Objective: Allow for the development of an efficient public parking structure that can replace surface parking within the Civic Center and create the opportunity for the Civic/Cultural Park and Olympic Drive extension.

A key objective of the Civic Center Specific Plan is to remove the significant areas of surface parking that create a barrier to public use and foreclose more intensive community use of the

Phase One


137 interim surface parking spaces
extend parking structure below Olympic Drive to create link to future police building and to provide for police vehicle parking
introduce active ground level uses along Fourth Street
construct parking facility directly east of county courts
maximum height is 56' or 6 levels
city hall square

Phase Two


maintain existing service lane and connect it to planned parking structure
restore the existing city hall courtyard and improve condition of overall building
viewing tower and town meeting hall or events facility
allow up to 120,000 sf for police department expansion directly east of existing city hall
limit height to 56' or 4 floors
improve the visual appearance of the west facing facade and lawn area
allow up to 140,000 sf of county courts related uses between the two existing wings
limit height to 65' or 4 floors
city hall square

Parcels A, B & C – Property Development Standards

area. The plan calls for the construction of a major public parking facility along Fourth Street immediately east of the County Courts building. This parking facility is intended to serve the City's and County's current needs, including the needs of the Civic Auditorium for special events. The following policies are intended to guide the design and treatment of this structure:

1. Locate the parking structure directly east of the County Courthouse along Fourth Street.

2. Limit the length of the structure along Fourth Street to mirror the dimension of the County Courthouse.

3. Limit the height of the building to a maximum of six levels or 56 feet.

4. Require public-oriented ground-level uses along Fourth Street, to the extent that such uses can be accommodated with the existing grades.

5. Design the parking structure to create an attractive front to Fourth Street, utilizing high quality materials (e.g., precast concrete) to ensure compatibility with adjacent civic buildings.

6. Introduce one level of parking below grade and extend it northward below Olympic Drive to the future Police Building site to provide for the full needs of police vehicles and below-grade access to the County Courthouse.

7. Screen rooftop parking with perimeter trellis structures, which can extend above the 56-foot height limit.

8. Design and operate public parking structures to facilitate access for persons with mobility impairment.

Parcel C: County Courts Area

Objective: Allow for the expansion of the Courthouse, and improve the overall appearance of the building.

As described in the Open Space section, the Courthouse lawn is an important component of the public space framework, and as such the plan calls for the expansion of this facility to occur east of the existing building. More specifically, the following policies are intended to guide the design of the Courts expansion:

1. Allow for the construction of an additional 140,000 square feet of County Courts-related functions, or a total of 280,000 square feet.

2. Locate the addition between the existing two wings on the east side of the building.

3. Limit the height of the building to four stories or 65 feet, measured from existing grade.

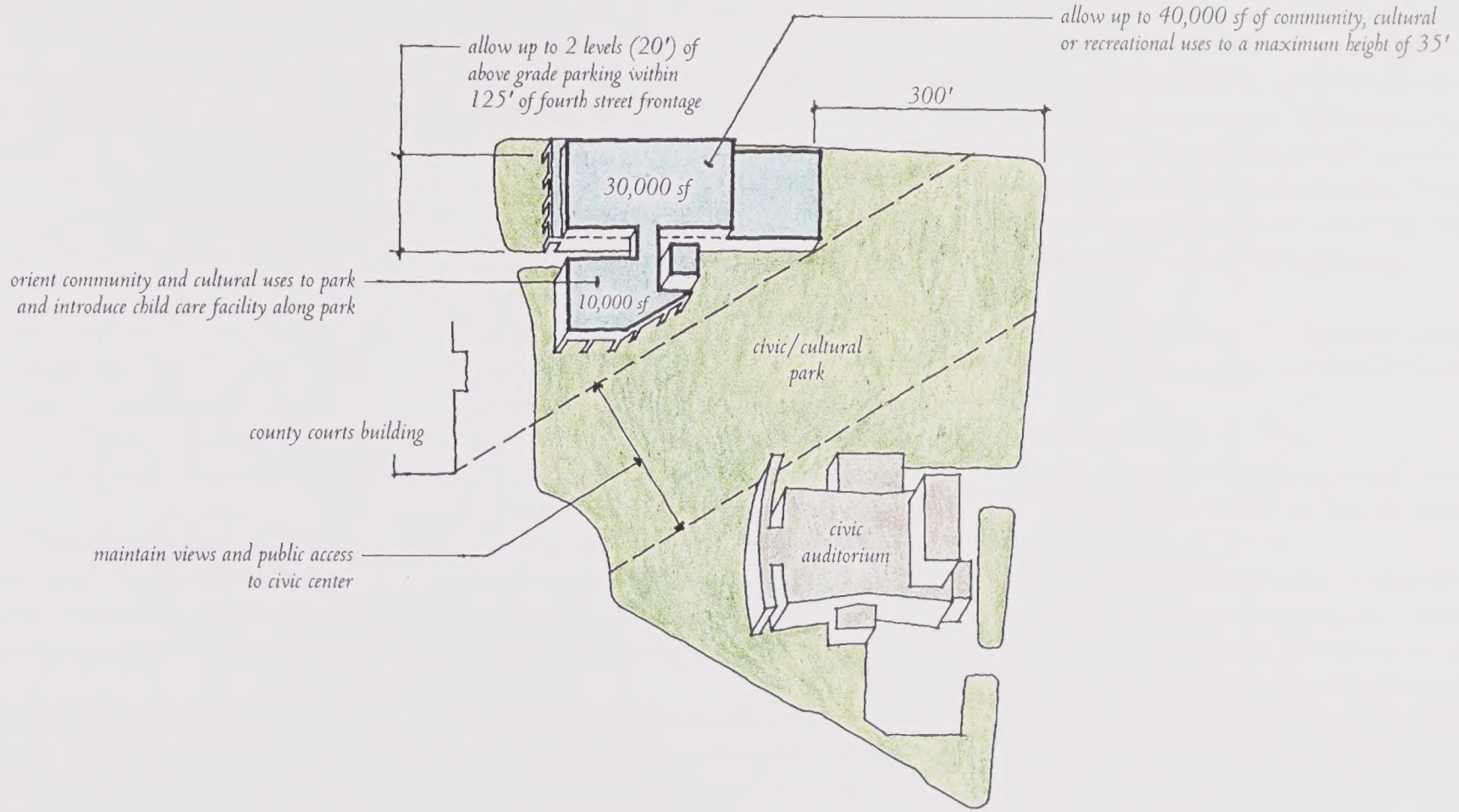
4. Improve the visual appearance of the existing building, particularly the west-facing elevation along Main Street.

5. Improve the lawn and landscaped areas around the building in keeping with the open space and pedestrian circulation concept for the area.

Parcel D: Public Building Site

Objective: Provide a building site for cultural, recreational or community facilities within the Civic Center area.

This parcel, located along Fourth Street in the southeast portion of the Civic Center, is currently utilized for surface parking and has been designated for future community, recreation and cultural uses. The site has been carefully defined (as shown on the Land Use Diagram and Open Space Plan) in order to


allow up to 2 levels (20') of above grade parking within 125' of fourth street frontage
allow up to 40,000 sf of community, cultural or recreational uses to a maximum height of 35'
300'
30,000 sf
orient community and cultural uses to park and introduce child care facility along park
10,000 sf
civic/cultural park
county courts building
maintain views and public access to civic center
civic auditorium

Parcel D – Property Development Standards

minimum setback of 20 feet from the Main Street right-of-way and 50 feet from the Pico Boulevard right-of-way.

3. Create an appropriate architectural terminus to the Main Street axis if new construction is pursued.

4. Screen service areas from public view, and limit access points to Pico Boulevard.

5. Maximize joint use of Civic Center public parking to meet the needs of the auditorium or any future use on this parcel. If additional parking is required, such parking shall be located below grade.

6. Notwithstanding the above, 35 surface parking spaces shall be provided on the parcel to meet the needs of mobility-impaired patrons, and for short-term usage.

7. Undertake a detailed market analysis and establish a community process to determine the facility requirements and program parameters for the Civic Auditorium site.

Parcel F: Viewing Tower and Community Building

Objective: Allow for the construction of a community building and landmark viewing tower north of the City Hall Square adjacent to the Santa Monica Freeway and Main Street Bridge.

1. Allow up to 15,000 square feet of community-oriented uses within this parcel. The predominant height of this structure shall not exceed 31 feet as measured from the plaza grade.

2. Allow for a viewing tower as an architectural landmark within the Civic Center and as a visual terminus to the north-south pedestrian walkway leading to the Civic Auditorium. The height of the tower shall not exceed 125 feet, with a maximum footprint of 625 square feet (25 feet square).

3 Utilize the highest quality materials in keeping with the civic significance and the gateway location of the structures.

4. Improve landscaping along the southern edge of the freeway to provide a visual buffer and continuous greenbelt.

Institutional (Parcel I)

The purpose of this land use category is to provide for the expansion of Rand Corporation facilities within the Civic Center. As a longtime property owner within the area and as the city's second largest employer, Rand plays a significant role within the Civic Center and the community. Its prominent location within the planned complex adjacent to the City Hall Square demonstrates this significance.

Objective: Allow for the consolidation and expansion of Rand Corporation facilities within the Civic Center area.

Allowable Uses

1. This category only allows a single-tenant institutional research and development use.

2. Up to 300,000 square feet of development will be permitted, subject to the conformance review permit process as described in the Implementation Element of this plan. An additional 200,000 square feet will be permitted, subject to a development review permit.

3. The above use and intensity is predicated on the following factors:
   a. Transportation demand management

that limits parking to a maximum of 750 spaces.

b. Trip generation rates for the use as follows:
   - 13 car trips/1,000 square feet daily;
   - 1.3 car trips/1,000 square feet in a.m. peak (7:00–9:00 a.m.);
   - 1.5 car trips/1,000 square feet in p.m. peak (4:00–6:00 p.m.).

4. In addition to the principal use described above, 5,000 square feet of neighborhood and visitor-serving commercial uses, as defined in the Neighborhood Commercial Overlay District of the City of Santa Monica Zoning Ordinance, will be required to provide activity adjacent to the City Hall Square.

Off-Street Parking and Loading Requirements

1. Parking to serve the above uses will be limited to 750 cars and will be provided in a below-grade parking structure; surface parking is prohibited.

2. The design standards and driveway requirements for parking facilities shall comply with the City of Santa Monica Zoning Ordinance.

3. Off-street loading requirements shall comply with the City of Santa Monica Zoning Ordinance.

Setbacks, Build-to Lines and Easements

1. Development shall be set back from the freeway edge to create a visual easement from City Hall to the oceanfront and to create the Arroyo open space. To this end, no buildings shall be constructed north of a line projected from the main City Hall entrance to the northernmost point of the existing "Z" building within the Rand complex, as shown on the facing page.

2. Development shall be set back from Ocean Avenue by 20 feet to extend the landscape and open space qualities of the Palisades Park.

3. Development shall be set back from the Olympic Drive extension by 10 feet for landscaping and cafe seating or additional walkway areas as appropriate to adjacent uses.

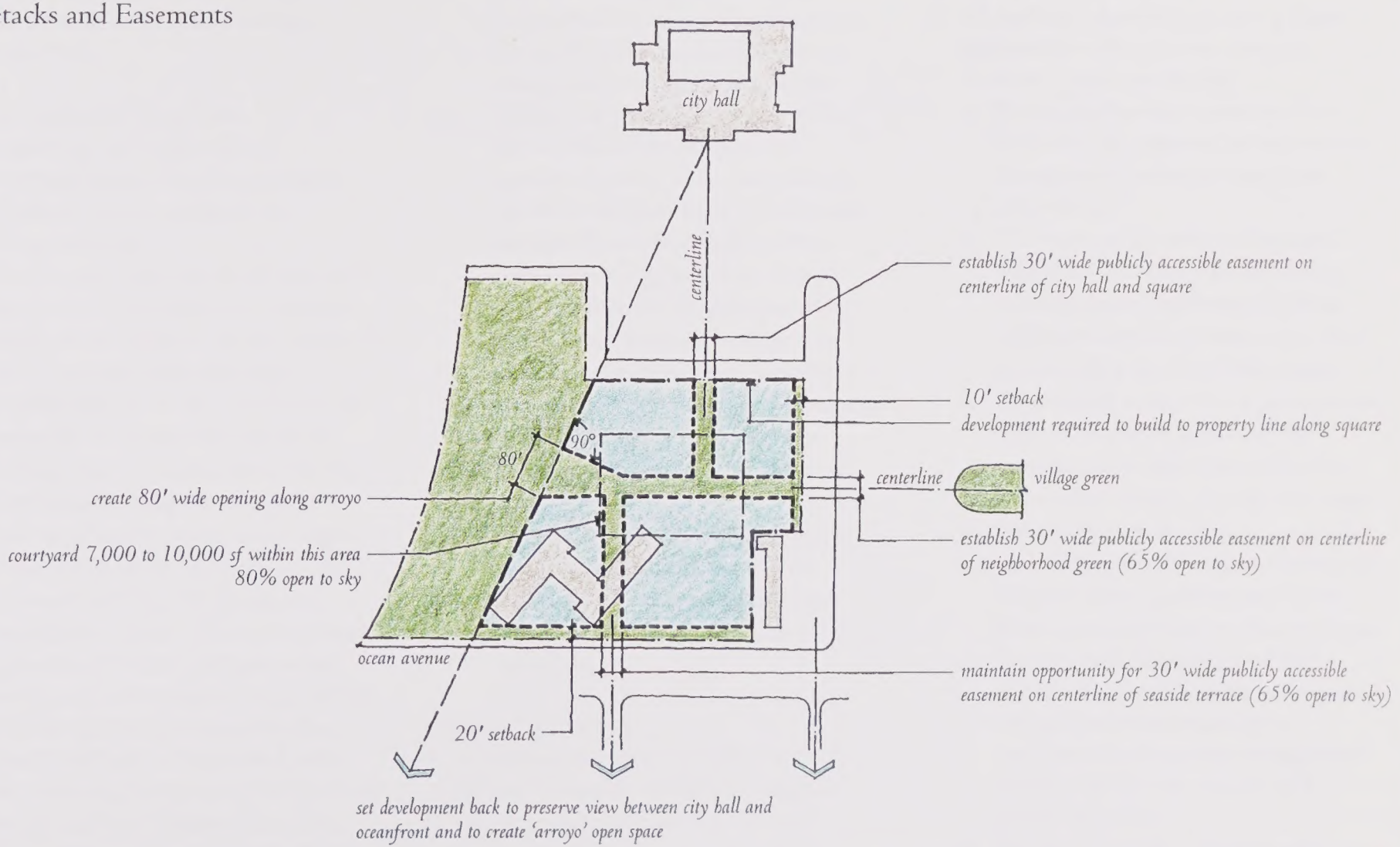
4. At least 75 percent of development along the City Hall Square shall be built to the property line to reinforce the spatial integrity of the square.

5. A 30-foot wide publicly accessible north-south easement shall be established through the development parcel along the extended centerline of the Village Green, connecting the Olympic Drive extension with the Arroyo open space. At least 65 percent of this easement shall be open to the sky.

6. A 30-foot wide publicly accessible east-west easement shall be established through the development parcel along the extended centerline of City Hall, connecting the City Hall Square with the north-south easement described above. At least 65 percent of this easement shall be open to the sky.

7. A 30-foot wide publicly accessible east-west easement through the development parcel shall be maintained along the extended centerline of Seaside Terrace, connecting Ocean Avenue with the north-south easement described above. At least 65 percent of this easement shall be open to the sky.

Setacks and Easements


city hall
centerline
establish 30' wide publicly accessible easement on centerline of city hall and square
10' setback
development required to build to property line along square
90°
80'
centerline
village green
create 80' wide opening along arroyo
courtyard 7,000 to 10,000 sf within this area 80% open to sky
establish 30' wide publicly accessible easement on centerline of neighborhood green (65% open to sky)
ocean avenue
maintain opportunity for 30' wide publicly accessible easement on centerline of seaside terrace (65% open to sky)
20' setback
set development back to preserve view between city hall and oceanfront and to create 'arroyo' open space

Parcel I – Property Development Standards

8. All of the above public access easements should be open to the public during business hours.

Building Height and Stepbacks

1. The maximum building height of development within this district shall be five floors or 70 feet, subject to the following conditions:
   a. Development adjacent to the City Hall Square shall step down to a maximum height of two floors or 31 feet within 30 feet of the open space frontage. Development above the 31-foot height limit shall be stepped back from the building face by a minimum of 30 feet.
   b. Development along Ocean Avenue shall step down to a maximum height of two floors or 31 feet, with average stepbacks of 9 feet for portions of development above 31 feet and average stepbacks of 18 feet for portions of development over three floors or 45 feet. Portions of development above four floors or 56 feet in height shall introduce an average stepback of 45 feet from the ground floor building face along Ocean Avenue. Up to 25 percent of the building front will be allowed to protrude beyond these required stepbacks if an equivalent frontage is stepped back in an equivalent manner.
   c. Up to 25 percent of the floor area of the uppermost floor can exceed the building height by 10 feet to provide for nonhabitable penthouse and mechanical areas. These protrusions should be designed to be architecturally integrated with the overall building composition (e.g., as towers, sloping roof elements, etc.) or they should be stepped back from the building face to be concealed from view from the ground level. An additional 25 percent of the floor area of the uppermost floor will also be permitted to exceed the maximum height if such protrusions are sloping roofs that spring from the eave, and if such sloping roofs are architecturally integrated within the overall volumetric composition of the building.

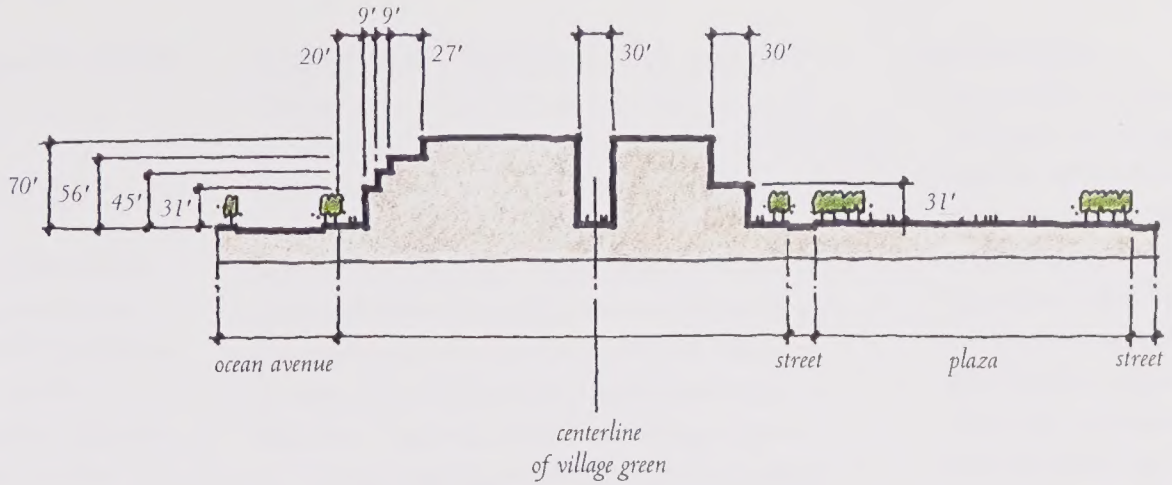
On-Site Open Space

1. An internal courtyard of 7,000 to 10,000 square feet shall be developed along the east-west and north-south pedestrian easements. This courtyard should be open to the public during business hours.

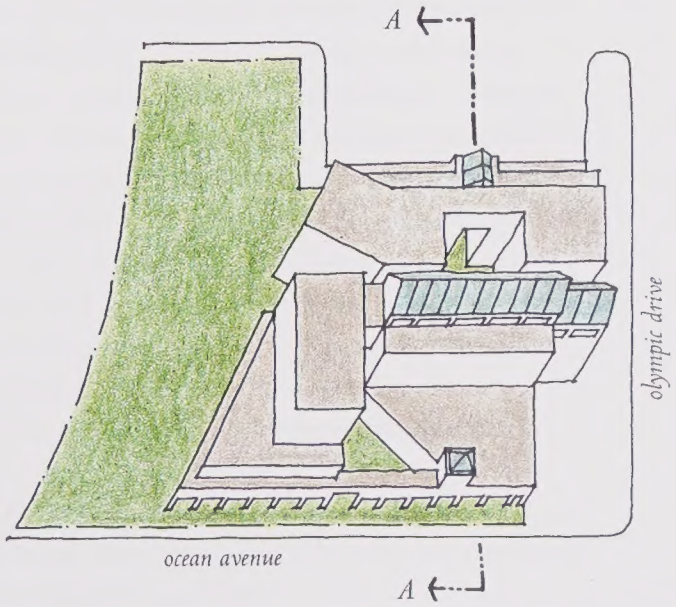
Ground-Level Treatment

1. All building edges shall create a positive relationship with adjacent areas and activities. More specifically:
   a. Parking and service entrances shall be located in a manner that minimizes disruption of pedestrian and open space areas.
   b. The most public-oriented functions within the building (e.g., community meeting spaces, conference facilities, exhibition areas, book store, etc.) shall be oriented to the City Hall Square.
   c. Up to 5,000 square feet of ground-level retail or restaurant space shall be required at the Main Street/Olympic Drive corner to help activate the square.
   d. Other common and meeting areas of the building should be located along the planned Arroyo parkway, with direct access from these uses to the open space.
   e. The treatment of the ground level should offer interest to the pedestrian, with sufficient transparency as appropriate to promote a strong visual relationship between interior and exterior activities.
   f. The use of arcades and colonnades is encouraged to provide shelter and shade along streetfronts; movable canvas

Cross-Section (A)



Illustrative Massing



Parcel I – Property Development Standards

awnings are also encouraged to provide color and variation.

Building Materials and Architectural Treatment

1. High quality materials and a light palette of colors should be utilized to promote compatibility with adjacent civic buildings. Particular care shall be given to the portions of the building complex adjacent to the City Hall Square to ensure that an appropriately high level of quality and civic character is achieved.

2. Fenestration should be comprised predominantly of "punched" openings within a solid wall. Such openings should provide for a hierarchy of horizontal and vertical expression, and should be recessed to offer shade and complexity to the building elevation.

3. Building planes and parapets should be broken to provide for variation and articulation.

4. All signage shall comply with the City of Santa Monica Zoning Ordinance.

5. Reflective glass is prohibited.

Mixed Use (Parcels 2, 3A and 3B)

The purpose of the Mixed-Use designation is to enhance the diversity of uses within the Civic Center and help integrate the area with the remainder of the city. To this end, the plan calls for the introduction of office, residential, and neighborhood and visitor-serving retail uses that will contribute to the vitality of the Civic Center. Three parcels are established within this area: Parcel 2, east of the Village Green and along Main Street, shall be predominantly residential in nature, with a strong family housing orientation; Parcels 3A and 3B, west of the Village Green and situated to the north and south of the Maguire-Thomas parcel along Ocean Avenue, can be predominantly commercial. However, residential development is also encouraged within Parcels 3A and 3B as an alternative to commercial development, subject to further environmental review as required. The development program discussed under this land use category does not include the Maguire-Thomas parcel, since this parcel is already subject to a separate development agreement.

Objective: Provide for a mixture of residential, office, and a limited amount of neighborhood-serving retail commercial uses within the Civic Center.

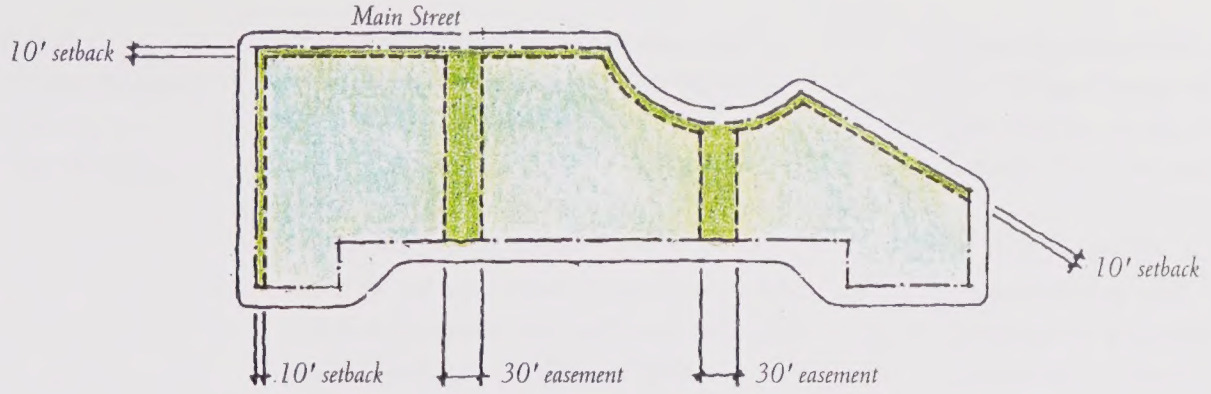
Allowable Uses

1. Up to 350 residential units shall be permitted on Parcel 2. At least 30 percent of the units shall be affordable to very low, low, and moderate income households. An appropriate number of residential units specifically designed and sited to accommodate large family day care services shall be provided. The specific number of such units shall be determined when the residential units are proposed and shall be based on the projected employee and resident population of the Civic Center area.

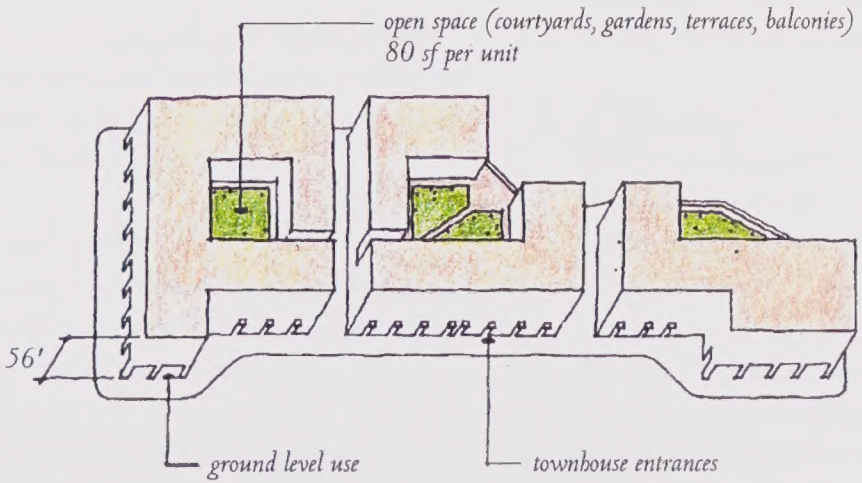
2. In addition, up to 35,000 square feet of live/work space shall be permitted on the ground level of Parcel 2. Live/work space is defined as residential space in which the resident is permitted to do business, provided that no additional employees work on the premises.

3. Up to 250,000 square feet of general office space shall be permitted on Parcels 3A and 3B. The replacement of commercial uses with residential is encouraged on a square foot by square foot basis, subject to additional environmental review as required.

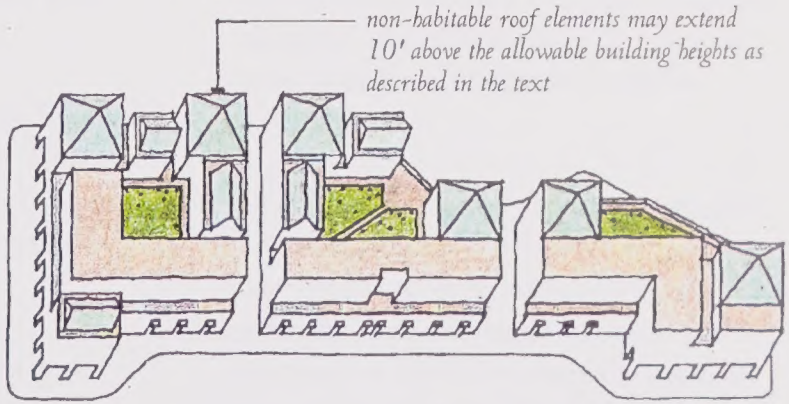
4. Up to 15,000 square feet of neighborhood and visitor-serving



Setbacks and Easements



Building Envelope



Illustrative Massing

Parcel 2 – Property Development Standards

commercial uses, as defined in the Neighborhood Commercial Overlay District of the City of Santa Monica Zoning Ordinance, shall be permitted on Parcels 2, 3A and 3B.

Off-Street Parking and Loading Requirements

1. Parking for residential, office, and neighborhood and visitor-serving commercial uses shall comply with the off-street parking requirements of the City of Santa Monica Zoning Ordinance.

2. Parking for live/work space shall comply with the off-street parking requirements for residential as described in the City of Santa Monica Zoning Ordinance.

3. Up to two levels of above-grade encapsulated parking are permitted to serve residential uses. All commercial parking shall be located below grade.

4. The design standards and driveway requirements for parking facilities shall comply with the City of Santa Monica Zoning Ordinance.

5. Off-street loading requirements shall comply with the City of Santa Monica Zoning Ordinance.

Setbacks, Build-to Lines and Easements

1. All development within Parcels 3A and 3B shall be set back from Ocean Avenue by 20 feet to extend the landscape and open space qualities of Palisades Park.

2. All development within Parcels 2 and 3A shall be set back from Olympic Drive by 10 feet. This area shall be reserved for landscaping and additional walkway areas or cafe extensions as appropriate.

3. All development within Parcel 2 shall be set back from Main Street by 10 feet. This area shall be reserved for landscaping and additional walkway areas or cafe extensions as appropriate.

4. At least 75 percent of development within Parcels 2, 3A and 3B along the Village Green shall be built to the property line to reinforce the spatial integrity of the green.

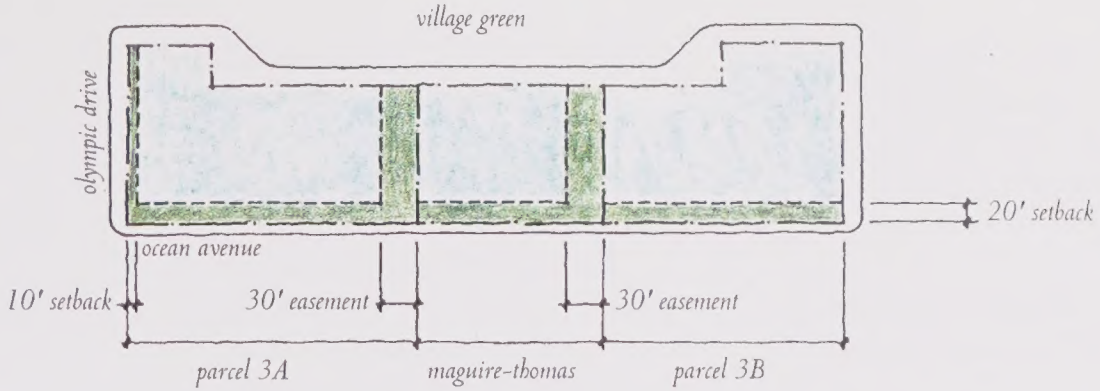
5. Along the southern edge of the Maguire-Thomas parcel, a 30-foot wide at-grade pedestrian way shall be created to connect the Village Green with Ocean Avenue, as provided for in the development agreement between the City and the property owner.

6. Within Parcel 3A, a 30-foot wide at-grade pedestrian way shall be created immediately north of the Maguire-Thomas parcel to connect the Village Green with Ocean Avenue.

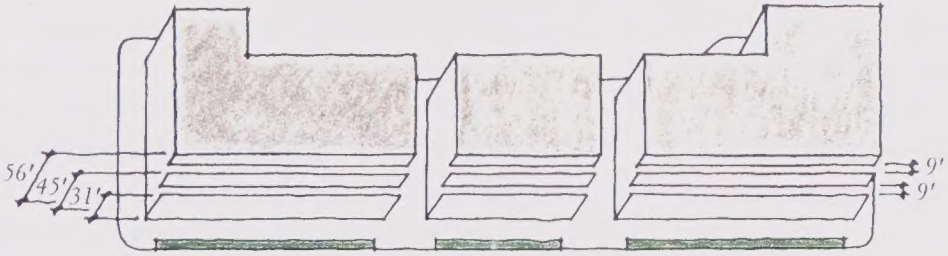
7. Within Parcel 2, a 30-foot wide at-grade pedestrian way connecting the Village Green with the Main Street Circle shall be created along the same alignment as the planned pedestrian way through the Maguire-Thomas parcel.

8. Within Parcel 2, a 30-foot wide east-west pedestrian linkage shall be created to connect Main Street with the Village Green, generally along the same alignment as the easement in Parcel 3A along the northern edge of the Maguire-Thomas parcel.

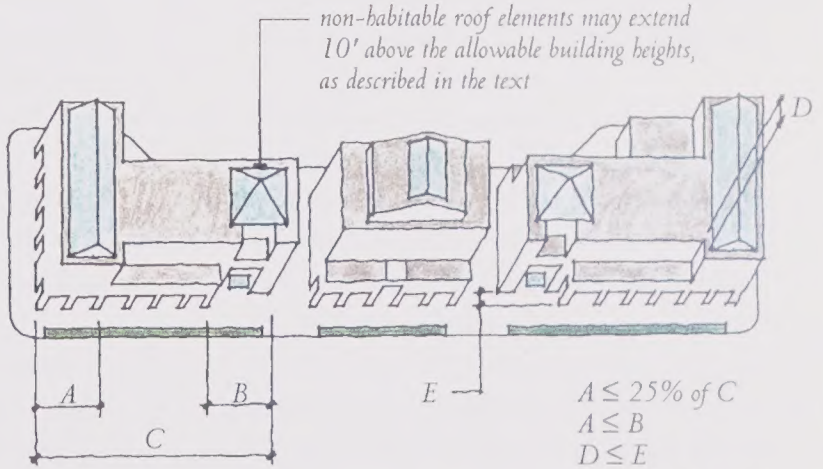
9. Public access easements within development parcels will be designed and built by private developers according to the standards and guidelines established in the Specific Plan



Setbacks and Easements



Building Envelope



Illustrative Massing

Parcel 3 – Property Development Standards

and will be open to the public during business hours and other specified time periods, consistent with the operation and security of private uses.

Building Height and Stepbacks

1. Within Parcel 2, the maximum building height shall be 5 floors or 56 feet. Up to 25 percent of the floor area of the uppermost floor can exceed the building height by 10 feet to provide for non-habitable penthouse and mechanical areas. These protrusions should be designed to be architecturally integrated with the overall building composition (e.g., as towers, sloping roof elements, etc.) or they should be stepped back from the building face to be concealed from view from the ground level. An additional 25 percent of the floor area of the uppermost floor will also be permitted to exceed the maximum height if such protrusions are sloping roofs that spring from the eave, and if such sloping roofs are architecturally integrated within the overall volumetric composition of the building.

2. Within Parcels 3A and 3B, the predominant building height shall be 56 feet (i.e., 4 floors of commercial or 5 floors of residential), subject to the following conditions:
   a. Up to 25 percent of the floor area of the uppermost floor can exceed the building height by 10 feet to provide for nonhabitable penthouse and mechanical areas. These protrusions should be designed to be architecturally integrated with the overall building composition (e.g., as towers, sloping roof elements, etc.) or they should be stepped back from the building face to be concealed from view from the ground level. An additional 25 percent of the floor area of the uppermost floor will also be permitted to exceed the maximum height if such protrusions are sloping roofs that spring from the eave, and if such sloping roofs are architecturally integrated within the overall volumetric composition of the building.
   b. Development along Ocean Avenue shall step down to a maximum height of two floors or 31 feet, with average stepbacks of 9 feet for portions of development above 31 feet and average stepbacks of 18 feet for portions of development over three floors or 45 feet. Up to 25 percent of the building front will be allowed to protrude beyond these required stepbacks if an equivalent frontage is stepped back in an equivalent manner.

3. Development on the Maguire-Thomas site shall be limited to 4 floors or 56 feet.

On-Site Open Space

1. Residential development shall provide within the designated development parcels an overall average of 80 square feet of usable private open space (e.g., courtyards, gardens, terraces, balconies) for each dwelling unit.

2. In addition, 100 square feet of usable common open space shall be provided for each dwelling unit. This requirement is achieved through the construction of the 0.7-acre Village Green described in the Open Space section of this plan.

Ground-Level Treatment

1. Ground-level uses (e.g., residential townhouses, commercial, retail, live/work, etc.) shall be introduced to encapsulate any above-grade parking structures.

2. Residential development within Parcel 2 shall introduce townhouse-type units with primary entrances, porches or stoops oriented to the Village Green.

3. Residential development within Parcel 2 shall introduce ground-level residential uses with townhouse entries or ground-level live/work or commercial office uses along the Main Street frontage.

4. Within Parcels 2, 3A and 3B, active neighborhood retail uses, live/work uses, office or townhouse units shall be located along the Olympic Drive frontage.

5. Local-serving ground-level commercial uses and lobby entrances are required along the Ocean Avenue frontage.

6. Parking and service entrances should be located in areas that minimize disruption to pedestrian ways and open spaces. More specifically:
   a. Along Olympic Drive, parking and service entrances shall be situated no closer than 100 feet from the Main Street intersection to allow for bus parking.
   b. Parking and service entrances along the Village Green shall be limited to residential uses only; commercial parking and service parking entrances shall be prohibited along the Village Green.

7. The treatment of the ground level should offer interest to the pedestrian. Commercial and public-oriented uses should provide sufficient transparency as appropriate to promote a strong visual relationship between interior and exterior activities. Residential uses should introduce planting areas, porches, stoops, and other elements that contribute to a friendly and hospitable pedestrian environment.

8. The use of arcades and colonnades is encouraged to provide shelter and shade along streetfronts; movable canvas awnings are also encouraged to provide color and variation.

Building Treatment and Materials

1. High quality materials and a light palette of colors should be utilized to promote compatibility with adjacent civic buildings.

2. The use of reflective glass that alienates the interior environment and creates glare is prohibited.

3. A punctured wall treatment with deeply set windows should be applied to all residential and commercial buildings to create shadow and articulation, and to promote an appropriately scaled and cohesive neighborhood.

4. Sloping roofs, bay windows, parapets, and other architectural features that promote a diverse building profile and enhance the visual appearance of the village are encouraged.

5. Signage shall comply with the City of Santa Monica Zoning Ordinance.

Hotel Use

Two lodging facilities currently exist within the Civic Center area: the Pacific Shores Hotel and the Oceanview Lodge. The plan provides for these uses to continue, but the building program shall be limited to the existing program and building envelope. Any proposed modifications or expansions of the buildings will require discretionary review to ensure compatibility with surrounding uses and open space areas and the objectives and policies of the Civic Center Specific Plan.

CIRCULATION ELEMENT

This element describes the circulation improvements necessary to support the proposed land uses and addresses other citywide circulation needs. It includes objectives and policies for the circulation system within and adjacent to the Civic Center area. In addition, the element establishes design standards for streets and pedestrian and bicycle ways.

Overall Objectives

1. Improve accessibility for all modes of travel to and through the site.

2. Design the circulation system to not only meet functional requirements, but also structure and organize activities, reinforce the character of open space areas and other land uses, and create an attractive pedestrian-oriented street environment.

3. Place priority on nonauto modes of transportation, including transit, pedestrian and bicycle.

4. Encourage a mix, configuration and density of uses which reduces the need for commuting and encourages pedestrian movement.

5. Encourage land uses with different peaking characteristics to ensure a more efficient utilization of transportation and parking facilities.

6. Protect the character and livability of adjacent neighborhoods by discouraging project-oriented auto trips and parking from utilizing neighborhood streets.

7. Maintain vehicular access to the Main Street commercial area.

Streets and Pathways

Main Street (within Civic Center area)

- Improve the image and character of Main Street to create a more attractive pedestrian environment and a more interesting movement experience.

- Design the street so that it helps bring the public and private uses on opposite sides of the street together and creates a focal point for the Civic Center area.

- Design the street so that it gives structure to the movement experience, creating a sense of arrival and destination even for those who wish to just use the site to access other parts of the city.

- Reinforce the civic nature of the area by integrating open space improvements with the design of Main Street and giving special significance to City Hall and the Civic Auditorium.

- Realign the intersection of Main Street and Colorado westward to allow for direct vehicular, pedestrian and bikeway access to Second Street.

- Improve pedestrian access eastward to the midblock pedestrian crosswalk adjacent to Sears and Santa Monica Place.

- Include a Class 2 bikeway in the carriageway in each direction on the entire length of Main Street through the Civic Center area.

- Improve the landscape character of Main Street with a palm-lined landscaped median and broad canopied shade trees in the parkway strips and sidewalks.

- Encourage the extension of Main Street beautification improvements southward from the Civic Center to the city limits so that a continuous image and identity can be created for the entire Main Street corridor.

Olympic Drive

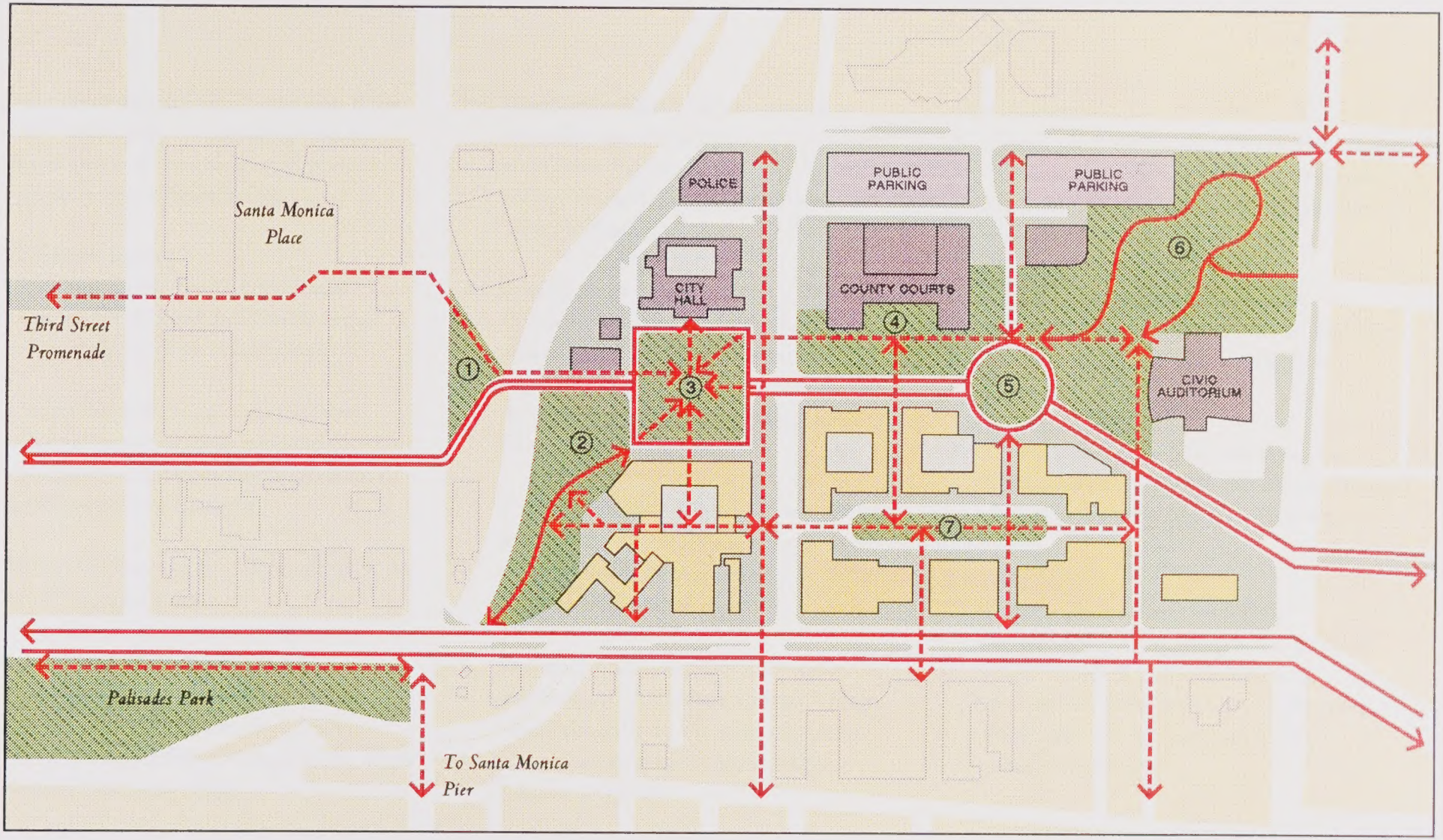
- Extend Olympic Drive from Fourth Street to Ocean Avenue in order to relieve traffic congestion on perimeter streets and provide access to on-site uses.

- Provide adequate right-of-way to create a landscaped pedestrian promenade and roadway that provides for two-way auto and bus movement, as well as parking and drop-off areas.

- Align the pedestrian promenade with the autoway to allow for a visual connection to the beach and oceanfront.

- Design the street to be well landscaped, with broad canopied trees to create an attractive pedestrian environment and open space corridor.

- Allow for the possibility of utilizing a portion of the right-of-way for a future light



Pedestrian and Bicycle Circulation

0 100 200 400

PEDESTRIAN
PEDESTRIAN / BICYCLE
OPEN SPACE
PARKS / PLAZAS
PUBLIC BUILDINGS
PRIVATE BUILDINGS

1 MAIN STREET TRIANGLE
2 THE ARROYO
3 MAIN STREET PLAZA
4 COURTHOUSE LAWN
5 MAIN STREET CIRCLE
6 CIVIC / CULTURAL PARK
7 VILLAGE GREEN

rail transit system (LRT) extension if the LRT technology is in keeping with the pedestrian and open space environment called for in the Specific Plan.

Civic Center Drive

- Construct a new Civic Center Drive between Main Street and Fourth Street, south of the County Courthouse.

- Design the street to provide two-way vehicular and pedestrian movement, a dropoff for the Civic Auditorium, and access to parking facilities.

- Design the street to be well landscaped, with broad canopied trees.

Village Streets

- Redesign the existing alley behind the Ocean Avenue parcels as an attractive roadway surrounding a Village Green at the heart of the urban village.

- Extend the existing alley to provide a vehicular connection between Main Street and Ocean Avenue, as well as a pedestrian linkage to the beach and oceanfront via Vicente Terrace.

- Provide a pedestrian connection between Ocean Avenue and the Main Street Circle, generally as a western extension of the Civic Center Drive alignment and within the southern portion of the Maguire-Thomas property.

- Provide an additional pedestrian connection between the planned Village Green and Ocean Avenue, immediately north of the Maguire-Thomas property.

- Provide a similar east-west pedestrian way between Main Street and the Village Green, generally on the same alignment as the one to the north of the Maguire-Thomas property.

Park Pathways

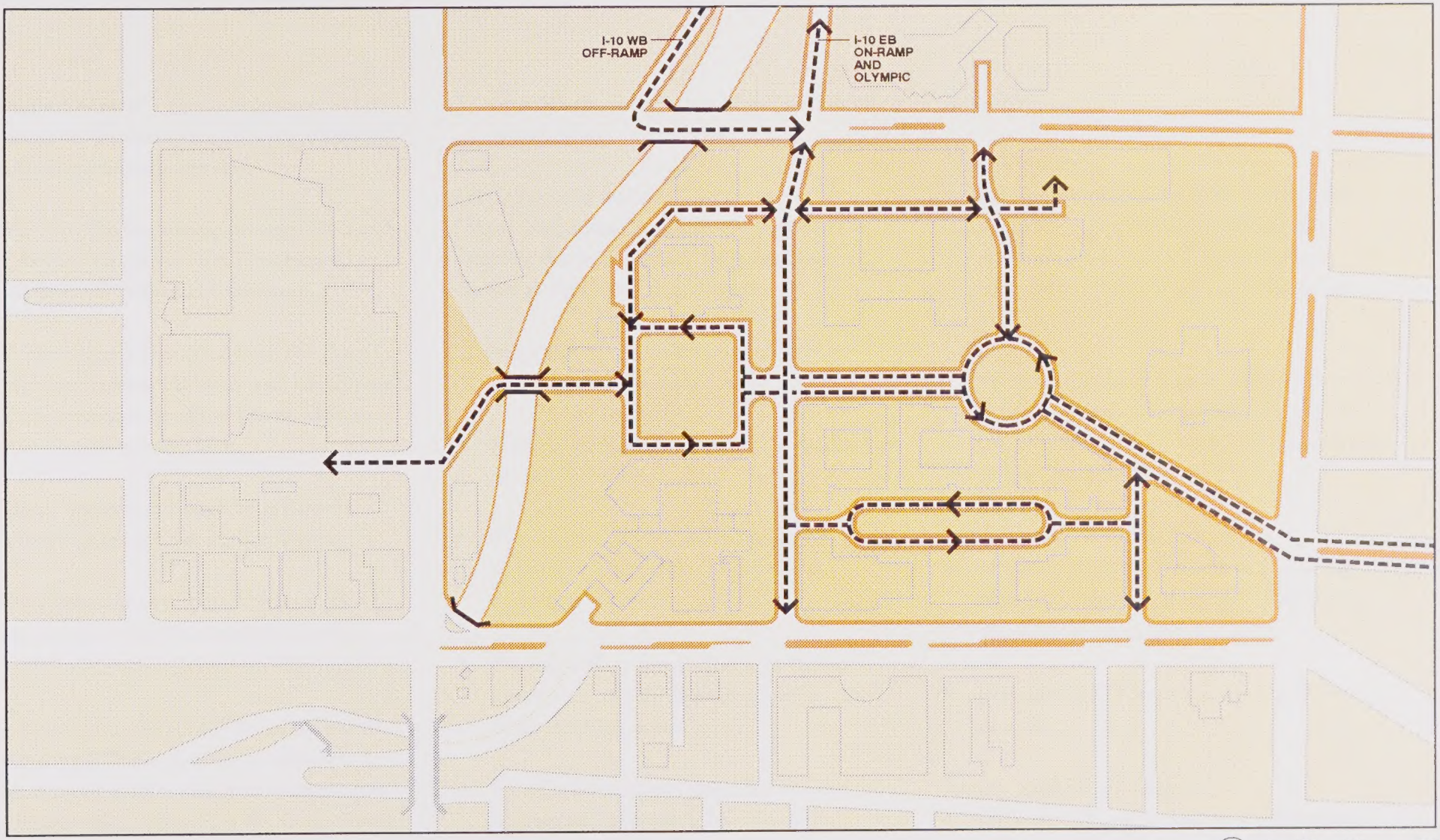
- Create continuous pedestrian and bike ways which link the Ocean Park neighborhood with the Civic Center, Santa Monica Pier, Palisades Park and downtown.

- Create an exclusive pedestrian and bike path from the intersection of Pico and Fourth through the planned park to Main Street.

- Create an exclusive bike path from the intersection of Colorado and Ocean through the planned park to the City Hall Square.

Parking Alley

- Create a public alley which links the planned parking garages and provides service access to public facilities, including City Hall, the Police Department, the County Courthouse, and future community uses.



Vehicular Circulation

Perimeter Streets

- Improve the operation and appearance of adjacent perimeter streets.

- Improve Ocean Avenue between Pico and Colorado to provide for a landscaped median and dedicated bike lanes.

- Widen Fourth Street between the Santa Monica Freeway off-ramp and the Olympic Drive extension to allow for an additional southbound moving lane.

- Create an exclusive right-turn lane on Fourth Street at Civic Center Drive.

- Straighten out the Fourth Street right-of-way to allow for the construction of a landscaped median south of Olympic Drive.

- Improve Pico Boulevard between Fourth Street and Ocean Avenue to include a landscaped median and a well-landscaped parkway strip adjacent to the Civic Center.

- Improve the pedestrian crossings at Colorado and Ocean Avenues. Facilitate pedestrian movement from Palisades Park and the Pier across the street to the Arroyo. Consider paving or other treatments to improve the recognition of the pedestrian nature of this intersection.

Streetscape Standards

These streetscape standards are intended to augment the policies and the typical sections shown at the end of this chapter:

- Provide large shade trees on all streets, generally at 25 feet on center.

- Provide palms in the landscaped medians at 50 feet on center.

- Provide continuous pedestrian-scaled lighting on all streets and pedestrian pathways.

- Provide a directional signage system to orient visitors and direct them to public parking areas.

- Provide benches and street furniture as appropriate to create a friendly and inviting public environment.

- Provide transit shelters and other transit-related improvements to facilitate user comfort and convenience.

Transit

Shuttle Service

- Provide shuttle service between the Civic Center area and downtown along the realigned Main Street/Second Street connection, with a loop around the City Hall Square.

- Provide additional shuttle service between the Main Street commercial area and the Civic Center along the Main Street corridor to the City Hall Square.

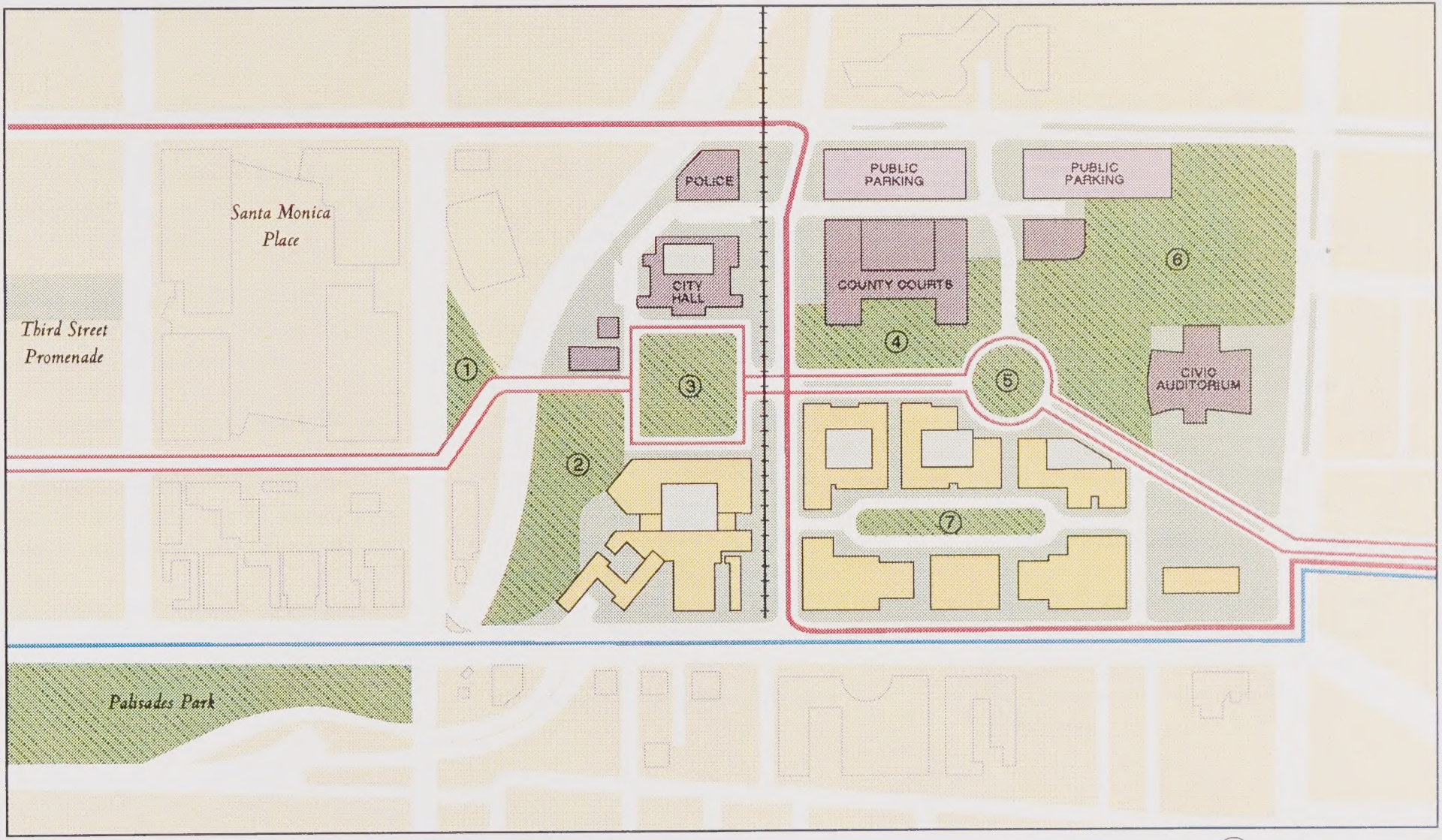
Citywide and Regional Bus Service

- Maintain citywide bus service ("The Big Blue Bus") through the Civic Center area, including along Olympic Drive.

- Maintain RTD bus service along Ocean Avenue.

Future Light Rail Transit

- If future light rail transit or a downtown trolley is extended to the Civic Center area, Olympic Drive should be considered as a possible alignment for this transit system and for the location of a transit stop.



Transit

- POSSIBLE FUTURE LRT ALIGNMENT
- DOWNTOWN AND MAIN STREET SHUTTLE
- CITY BUS
- REGIONAL BUS (RTD)

- PARKS / PLAZAS
- PUBLIC BUILDINGS
- PRIVATE BUILDINGS

1 MAIN STREET TRIANGLE
2 THE ARROYO
3 MAIN STREET PLAZA
4 COURTHOUSE LAWN
5 MAIN STREET CIRCLE
6 CIVIC / CULTURAL PARK
7 VILLAGE GREEN

Transportation Management

- Establish a Transportation Demand Management Association for all uses within the Civic Center area.
- Reduce overall travel demand and peak-hour utilization of facilities through modification of business hours.
- Provide transit and carpooling incentives.
- Implement neighborhood protection programs and traffic-calming measures for adjacent neighborhoods as appropriate.
- Implement a synchronized signalization system to help manage traffic flow throughout the city, and integrate it with the city and regional systems.

Parking

- Eliminate existing surface parking to allow for a more appropriate use of land resources and to enhance the overall environmental quality of the Civic Center area.
- Consolidate and locate parking facilities in a manner which complements proposed land uses and open space areas, and which does not compromise the pedestrian environment or the desired visual character of the area.
- Encourage joint use of public and private parking facilities to limit the amount of parking provided and to allow for a more effective use of facilities.
- Provide parking for private development to meet standards described in the Land Use Element of this Specific Plan.
- Implement parking management programs and pricing policies which discourage auto use and encourage transit use and carpooling.
- Provide bicycle parking facilities, showers, and lockers within public and private projects.
- Allow for the addition of charging stations for electric vehicles within all new parking structures.
- Utilize existing downtown, pier, beachfront and future Civic Center parking facilities more effectively by providing shuttle service that links these and other potential remote site facilities.

- Locate parking either below grade or within buildings to the extent that it is feasible and practicable.

- Stand-alone above-grade parking structures will only be permitted as designated in this plan to serve City and County functions.

- Design above-grade public parking facilities to include ground-level uses that contribute to the street and pedestrian environment.

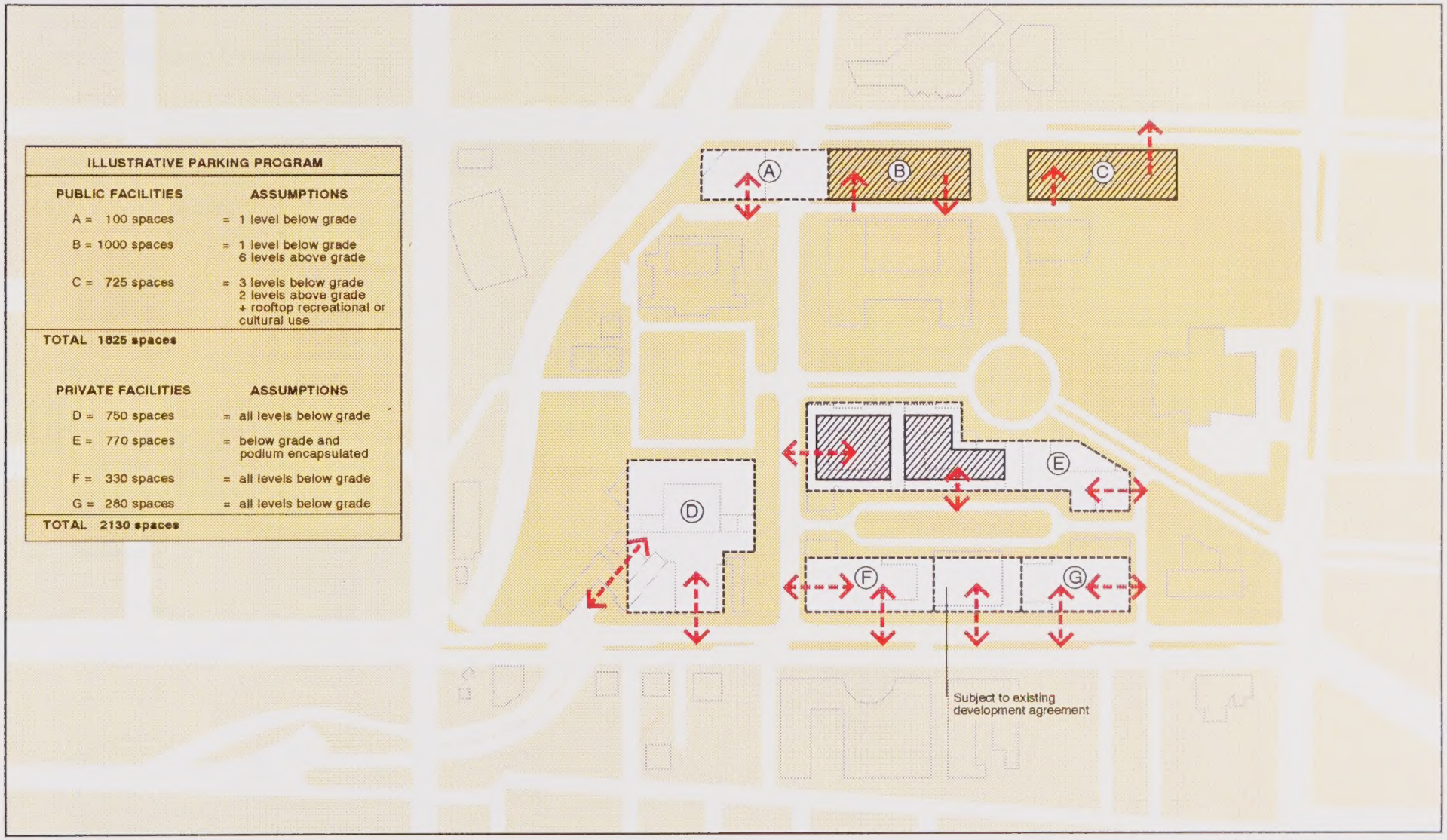
- Design above-grade public parking facilities to complement and extend the architectural character of adjacent civic buildings, and to create an attractive street wall along Fourth Street.

- Incorporate rooftop recreational facilities or cultural facilities, gardens and/or trellises to enhance the appearance and utilization of parking structures.

- Locate driveways and service areas related to public and private parking facilities in a manner that does not compromise the pedestrian environment, transit service, or adjacent land uses and open space areas.

- Encourage commercial parking facilities to help meet beachfront, pier and Civic Auditorium parking needs on weekends and evenings as well as for special events.

ILLUSTRATIVE PARKING PROGRAM	
PUBLIC FACILITIES	**ASSUMPTIONS**
A = 100 spaces	= 1 level below grade
B = 1000 spaces	= 1 level below grade 6 levels above grade
C = 725 spaces	= 3 levels below grade 2 levels above grade + rooftop recreational or cultural use
TOTAL 1825 spaces	
PRIVATE FACILITIES	**ASSUMPTIONS**
D = 750 spaces	= all levels below grade
E = 770 spaces	= below grade and podium encapsulated
F = 330 spaces	= all levels below grade
G = 280 spaces	= all levels below grade
TOTAL 2130 spaces	



Parking Concept

BELOW-GRADE PARKING

ABOVE-GRADE PARKING

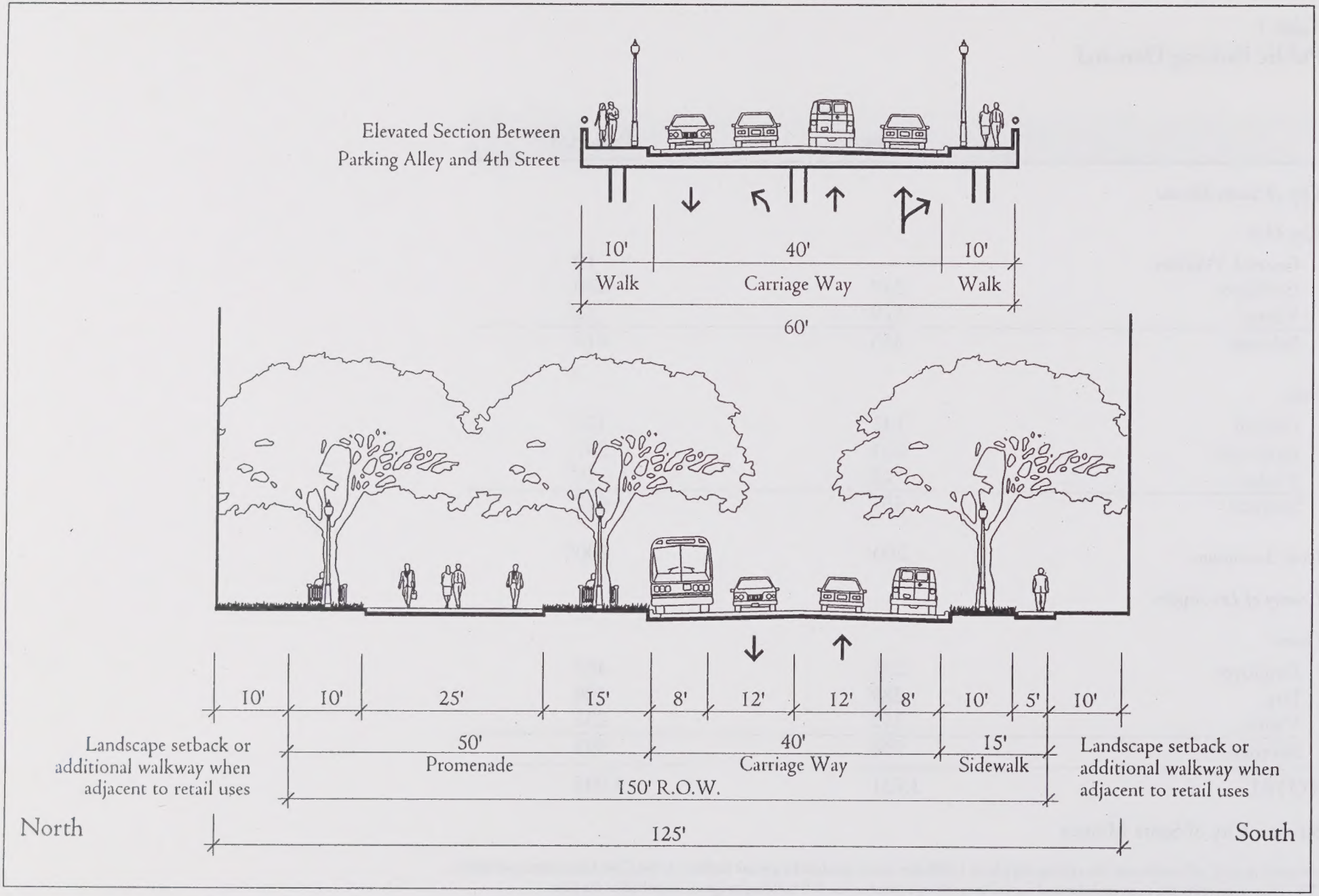
POSSIBLE DRIVEWAY LOCATIONS

Table I
Public Parking Demand

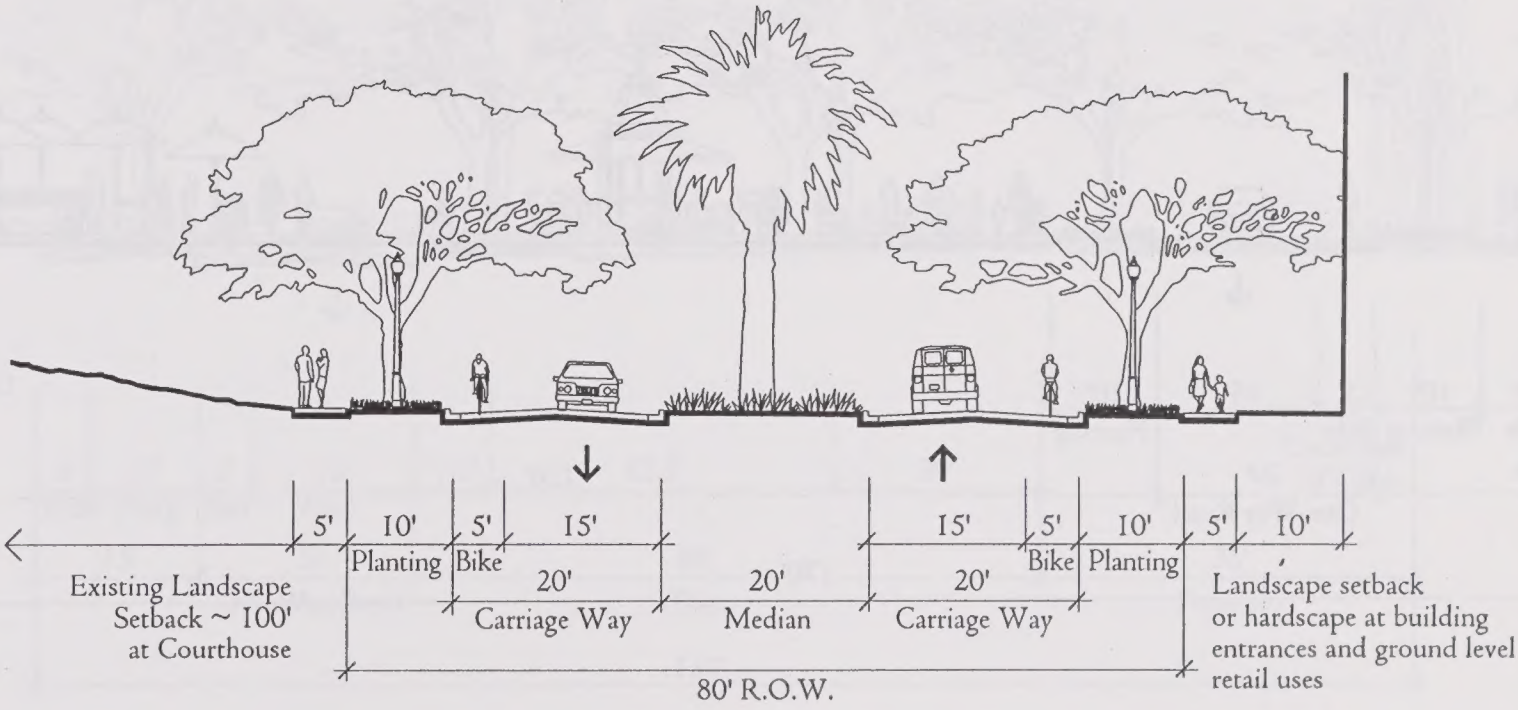
	Existing[1]	Projected[2]
City of Santa Monica		
City Hall:		
General Vehicles	–	10
Employee	247	230
Visitor	119	75
Subtotal	366	315
Police:		
Official	141	175
Employee	204	247
Visitor	22	10
Subtotal	367	432
Civic Auditorium	200[3]	200[3]
County of Los Angeles		
Courts:		
Employee	297	467
Jury	289	300
Visitor	212	231
Subtotal	798	998
TOTAL	1,731	1,945

Source: City of Santa Monica

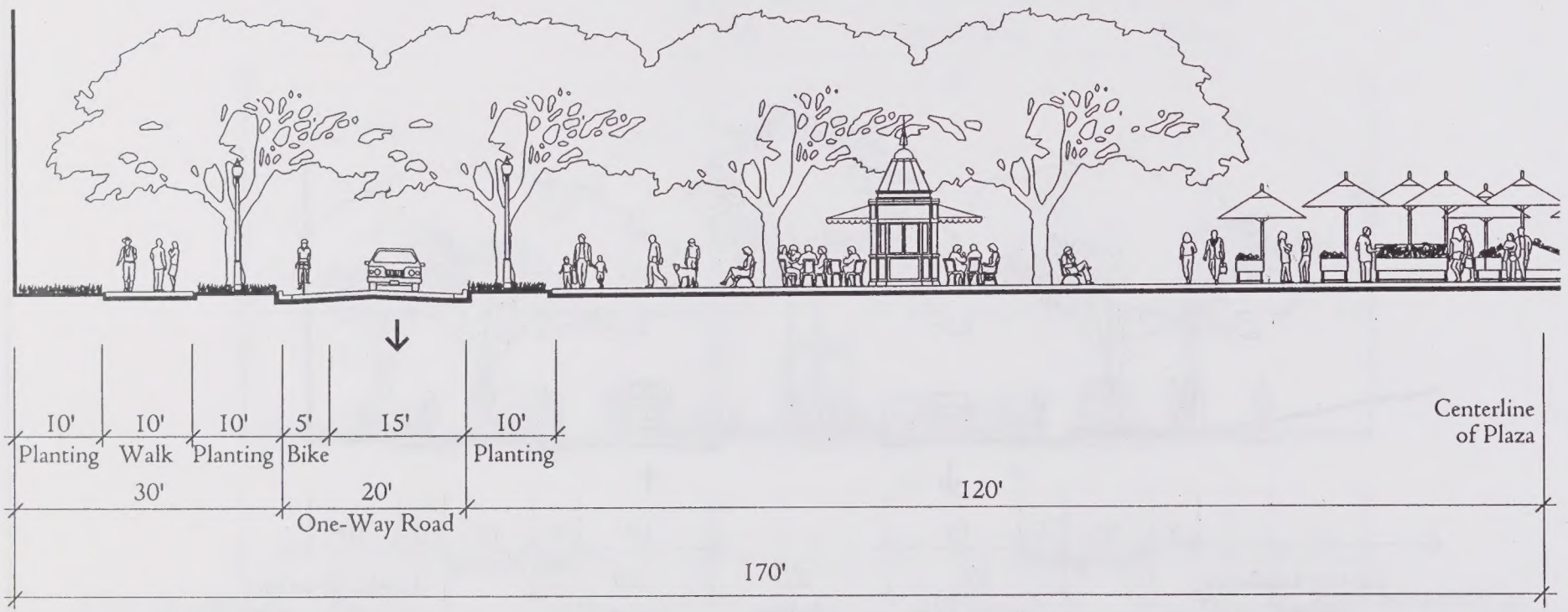
[1]Demand at peak utilization exceeds existing supply of 1,300 cars and is satisfied by private facilities in the Civic Center area and offsite.
[2]This chart represents the projected demand for public parking related to the full building program described in the plan.
[3]200 cars is the estimated weekday daytime need of the Civic Auditorium. The weekend and evening demand is much greater. However, the Civic Auditorium can utilize most of the public parking except that designated for police purposes to meet its off-peak demand.



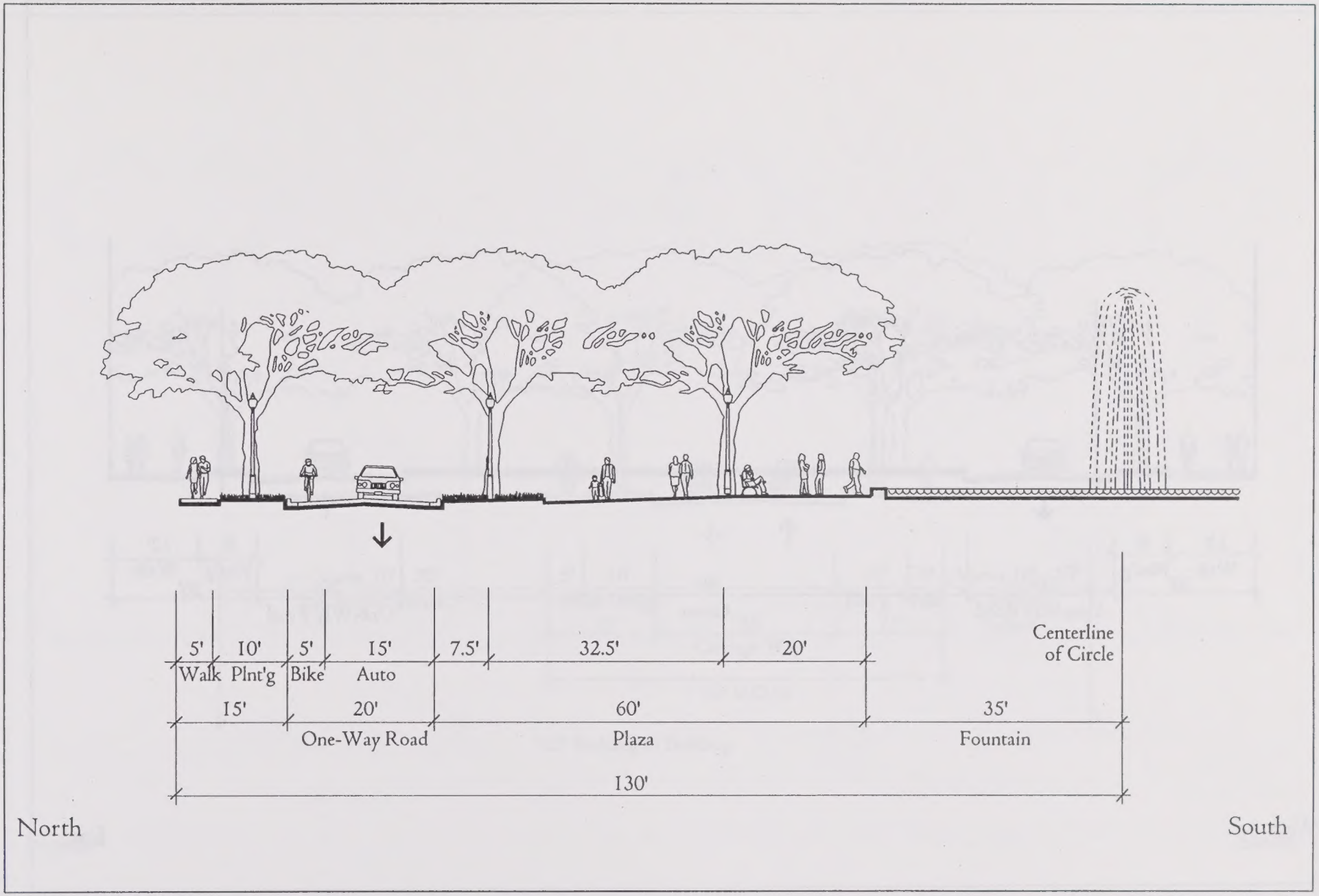
Olympic Drive – Typical Section



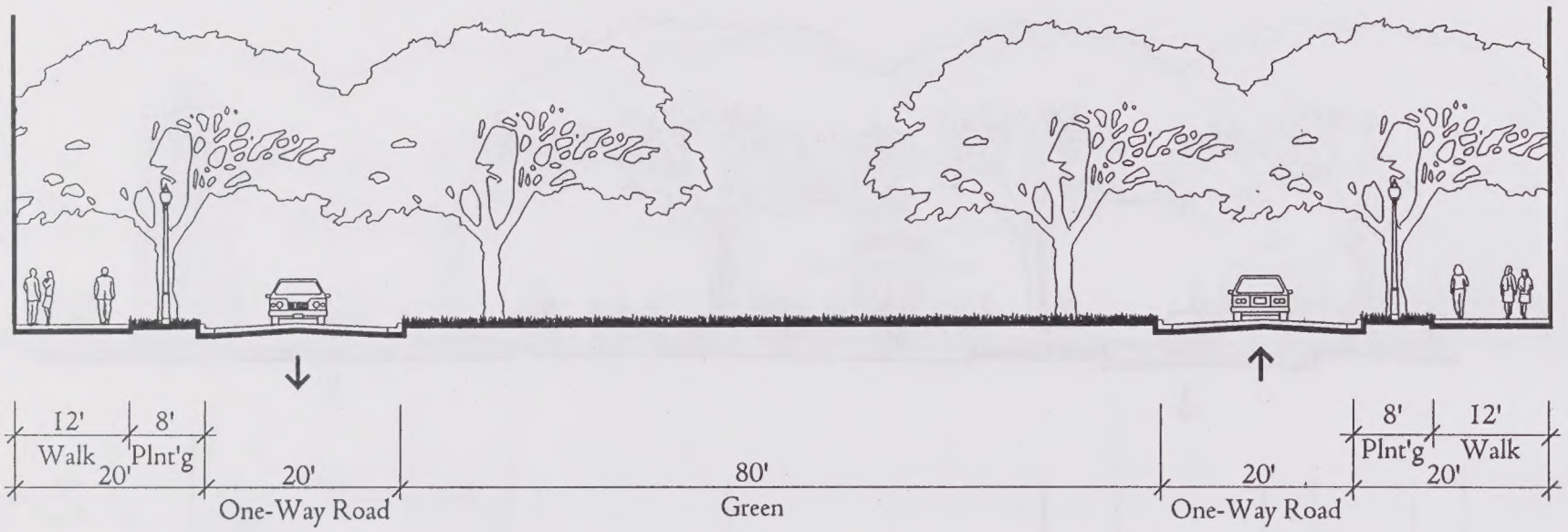
Main Street – Typical Section



Plaza – Typical Section



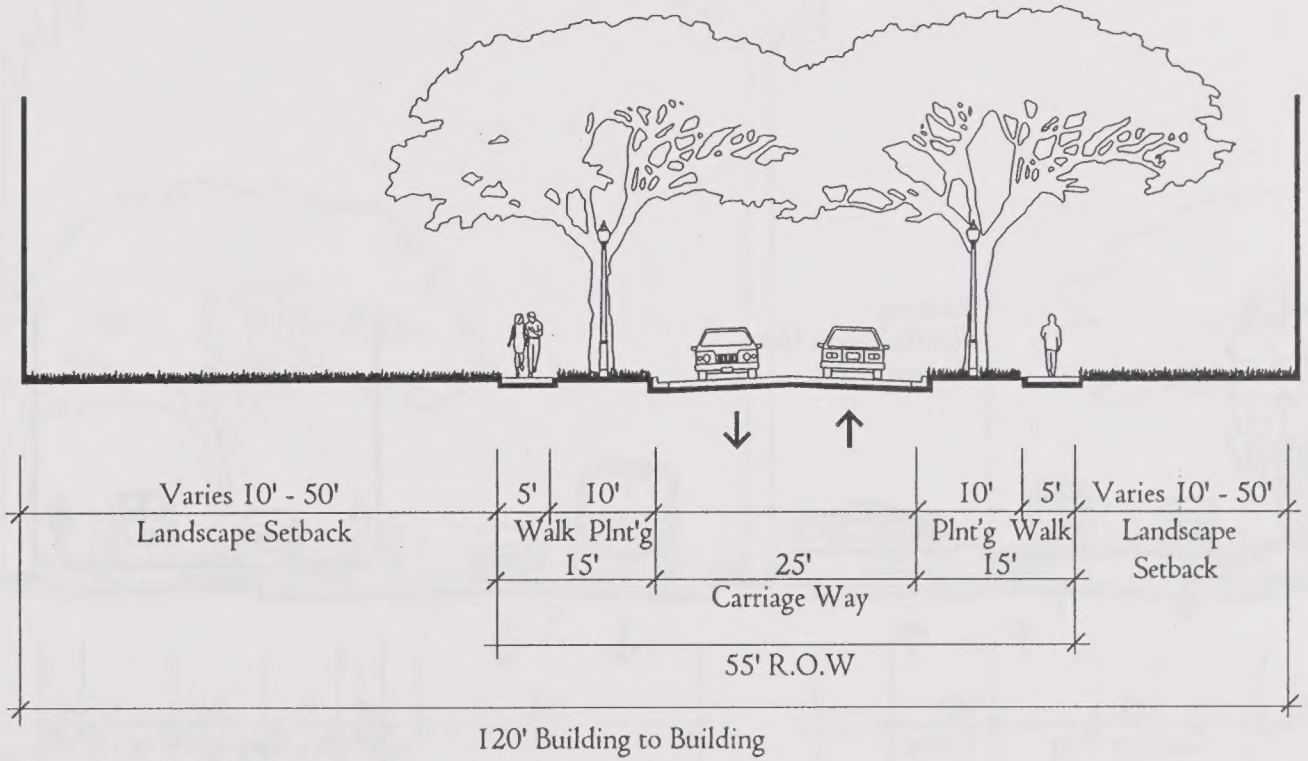
Main Street Circle – Typical Section



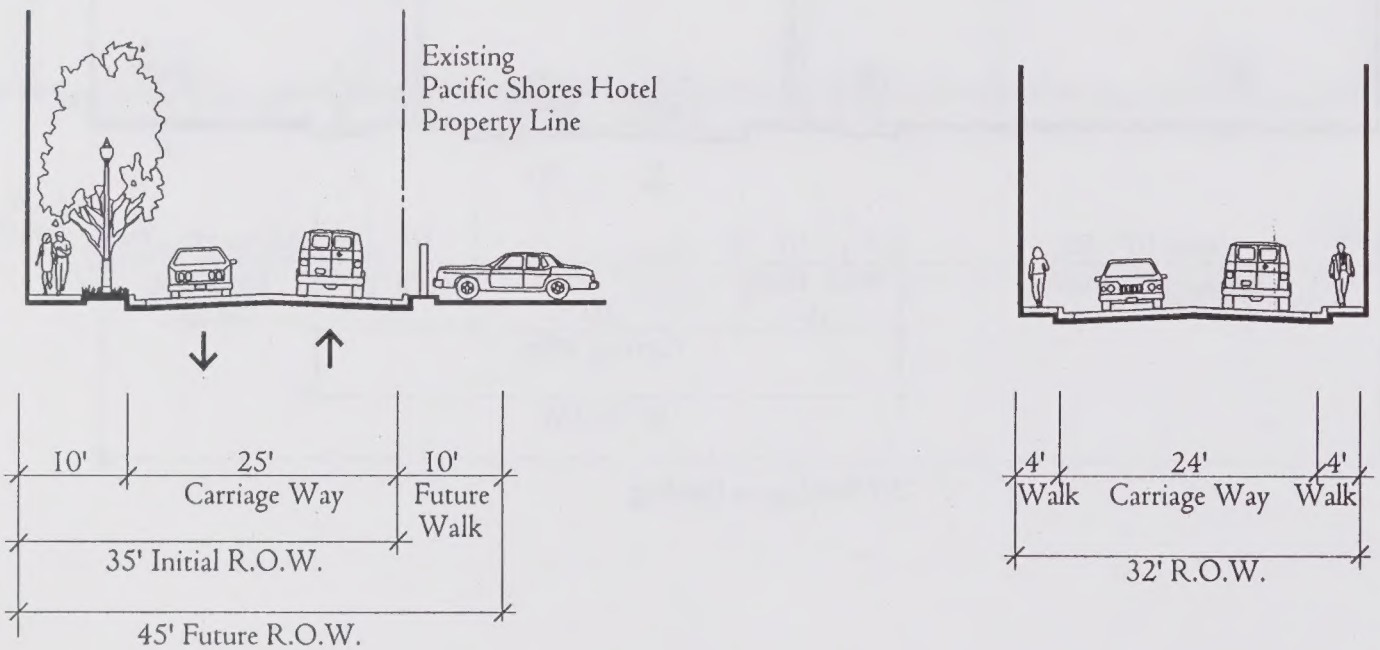
West

East

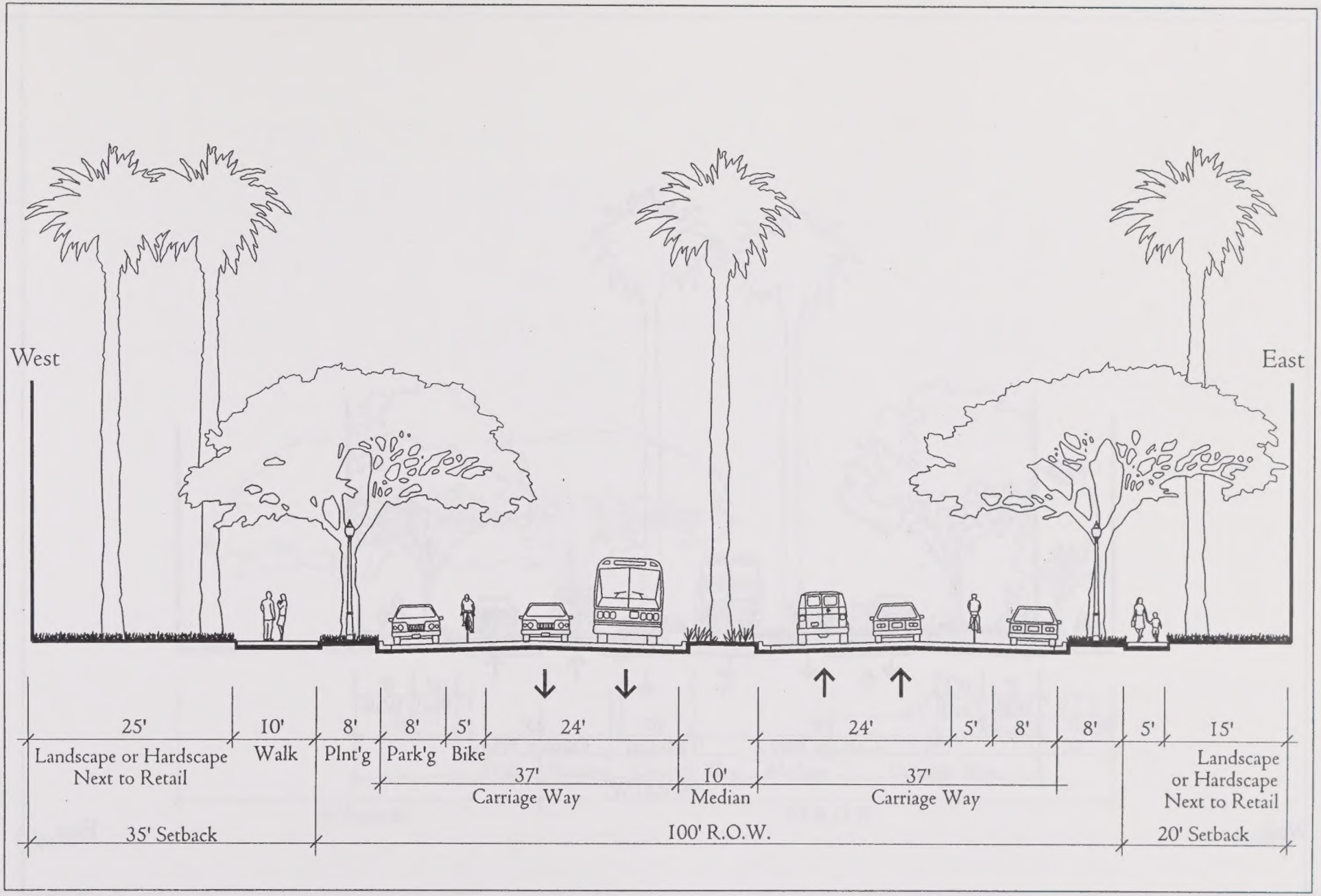
Village Green – Typical Section



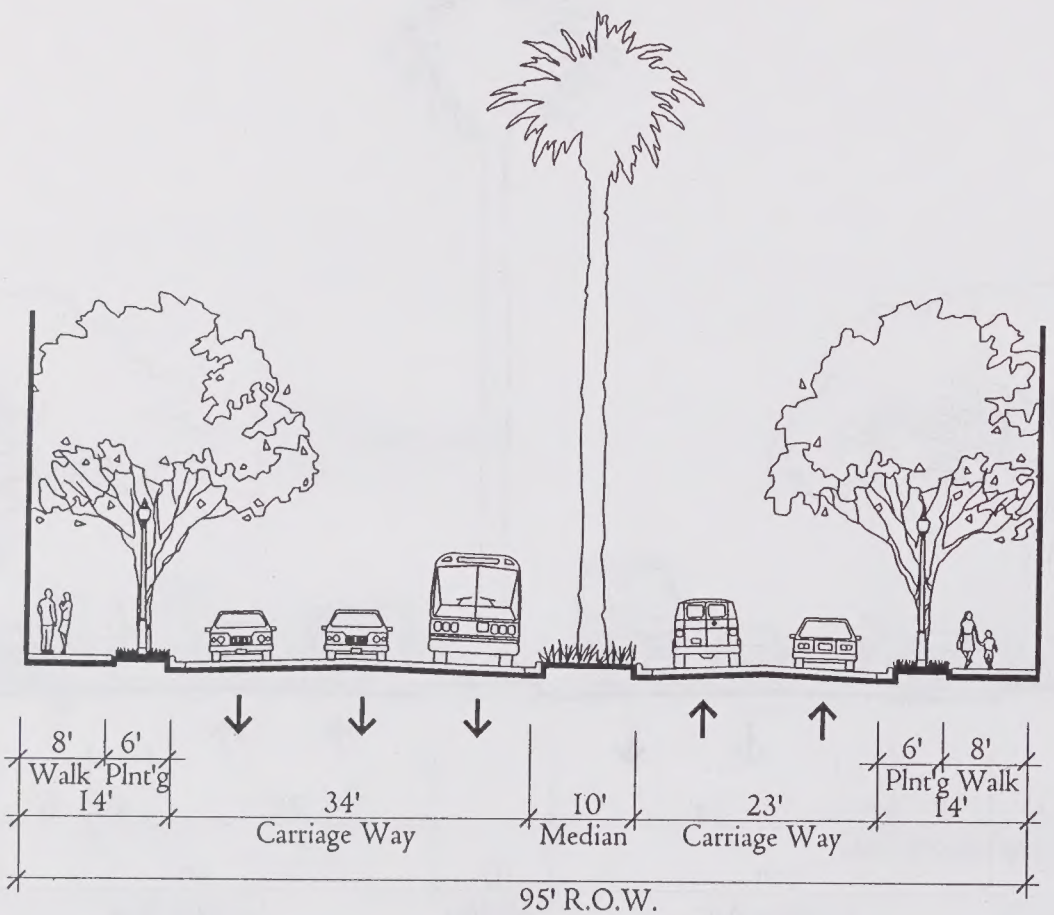
Civic Center Drive – Typical Section



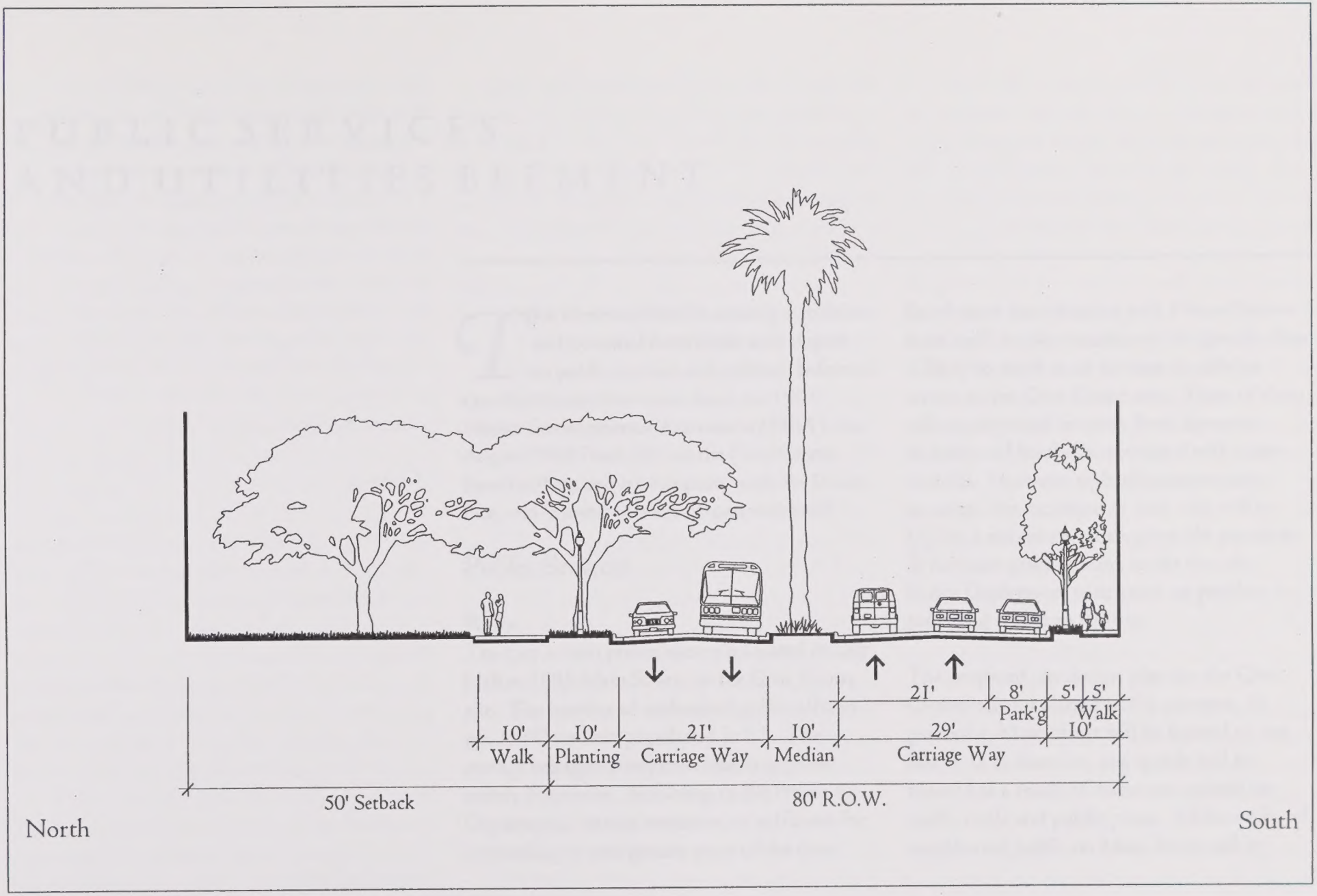
Vicente Terrace and Parking Alley Adjacent to Courthouse – Typical Sections



Ocean Avenue – Typical Section



4th Street (Santa Monica Freeway to Olympic Drive) – Typical Section



Pico Boulevard – Typical Section

PUBLIC SERVICES AND UTILITIES ELEMENT

This element identifies existing conditions and potential constraints with respect to public services and utilities. Information for this section comes from the 1993 Master Environmental Assessment (MEA); the August 1992 Final EIR on the Civic Center Specific Plan; and consultations with the Police, Fire, and General Services Department staff.

Public Services

Police

The City's main police station is located in City Hall at 1685 Main Street, on the Civic Center site. The number of authorized police officers per 1,000 resident population is 2.2. The average emergency response time is approximately 8 minutes. According to the Police Department, current resources are sufficient for responding to emergencies most of the time.

Based upon consultations with Police Department staff, implementation of the Specific Plan is likely to result in an increase in calls for service to the Civic Center area. Most of these calls are expected to result from domestic disputes and break-ins associated with automobiles. However, with adequate security measures, the incidence of such calls will be kept to a minimum. Also, given the proximity of the main police station to the site, the Police Department anticipates no problem in providing service to the site.

The proposed circulation plan for the Civic Center calls for altered traffic patterns. In particular, Main Street will be limited to one lane in each direction, and speeds will be reduced as a result of diversions around the traffic circle and public plaza. Additionally, all northbound traffic on Main Street will be

routed directly to Second Street rather than Colorado Avenue. At the same time, an east-west street running from Ocean Avenue to Fourth Street between City Hall and the County Courthouse—currently referred to as Olympic Drive—will be added; this will provide easier access from the police station to Ocean Avenue, Fourth Street, and the Santa Monica Freeway. According to Police Department staff, the improved access to the freeway, Fourth Street and Ocean Avenue provided by the Olympic Drive extension should more than compensate for any slowdown experienced along Main Street. In fact, the new circulation plan will improve access by police to and from the site.

Fire

The City Fire Department provides fire protection and emergency medical service through four fire stations distributed throughout the city. While each station serves a specific quadrant of the city, this does not preclude the stations from assisting one another. The Civic Center is served by Station #2 located at 222 Hollister Avenue.

The adequacy of fire service in Santa Monica is determined by response time and available fire flow. A response time of 5 minutes (from the time an emergency call is made to the Fire Department and arrival at the event) is considered standard. The current response time for emergency medical service (EMS) calls is 3.5 minutes. Emergency fire response times currently average 3.5 to 4 minutes.

Fire flow is the amount of water required at a specified residual pressure in order to control and extinguish a fire. Commercial and high-density residential uses generally require higher fire flow than single-family uses. High-density residential, such as that proposed for the Civic Center site, generally requires 3,000 to 5,000 gallons per minute. Commercial development generally requires between 2,000 and 6,000 gallons per minute. According to the City's General Services Department, Water and Wastewater Division, the existing 8-inch distribution lines function adequately to deliver necessary normal water pressure and sufficient fire suppression pressure in the city's densest residential areas and existing 12-inch mains function adequately in the densest commercial districts.

As with police response time, fire response time is affected by street capacity and configuration, applicable speed limits and congestion. The MEA identifies some areas of the city where emergency fire response may currently be adversely affected by congested intersections; however, the Civic Center area is not among them. Based upon consultations with Fire Department staff, the narrowing of Main Street should not significantly affect the ability of EMS or fire response vehicles to reach or traverse the Civic Center area. In fact, Fire Department staff believes that the addition of the Olympic Drive extension will improve access to the Civic Center.

Utilities

The following describes the City's existing water, wastewater, storm drain, solid waste, electric and natural gas services and facilities.

Water

Water for Santa Monica is supplied from both groundwater and imported sources. Depending upon annual precipitation levels, the City receives between 40 and 60 percent of its water supply from the Santa Monica groundwater basin, while the remaining water is imported through the Metropolitan Water District (MWD).

In 1992, City water production included 12,862.6 acre-feet. This is substantially below the average rate of water production between 1978 and 1989 of 16,810.3 acre-feet per year. This reduction is attributed to the successful implementation of the City's various water conservation programs, including the Conservation Credits program, the BAY SAVER toilet retrofit program, water audits, water conservation ordinances, and Best Management Practices.

The July 1993 MEA estimates that between local and imported sources, the City has a total water supply of 17,200 acre-feet per year. This exceeds 1992 production levels by 4,337.4 acre-feet. Furthermore, in evaluating the impacts of cumulative development through the year 2010 upon water demand, the MEA concludes that 100 percent of the estimated demand will be offset by current water conservation efforts in the city, which will continue through the year 2000. Therefore, future demand is expected to be 100 percent offset by the City's water conservation programs.

The City's water distribution network consists of primary or transmission mains, and secondary or distribution mains. Transmission mains are generally 14 inches or larger in diameter. Distribution mains are generally 12 inches or smaller.

Exhibit 14-1 in the July 1993 MEA shows the size and location of existing water mains and distribution lines in the Civic Center area. The map shows a 12-inch water distribution main spanning Main Street from the Santa Monica Freeway to Pico Boulevard. An 8-inch distribution main running between City Hall and the County Courthouse connects the line on Main Street to the 12-inch distribution main on Fourth Street. Another 8-inch line running under the old Seaside Terrace right-of-way connects the line on Main Street to a distribution main on Ocean Avenue. According to City Water/Wastewater Division staff, most of the mains serving the Civic Center are in good condition. However, the 8-inch distribution main under Ocean Avenue should be replaced by a 12-inch main in order to provide adequate emergency fire flow. Prior to further development of the Civic Center site, an evaluation of the water demand needs of future uses at the site should be conducted and specific plans for the sizing and location of water distribution mains developed.

The City's General Services Department conservatively estimates that the cost of water imported from MWD will double over the next ten years. This creates a strong incentive for the City to find additional ways of reducing water use by future development.

Sewer

Sewage treatment for the project area is provided by Hyperion Treatment Plant, which is located in Playa del Rey. Under the City's contract with the City of Los Angeles, the City of Santa Monica has an annual allocation of 11 million gallons per day (mgd) or 11/420ths of the average flow through the plant, whichever is greater. As a result of the City's permanent water conservation measures and temporary water rationing, Santa Monica's flow to Hyperion has been reduced to a current level of 8.15 mgd, down from a level exceeding 11 mgd before May 1990.

The local sewer collection system is owned by the City and managed, operated and maintained by the Utilities Division of the City's General Services Department. The sewer system consists of 2,531 active pipe segments with a total length of approximately 754,798 feet, ranging in size from 6 to 36 inches.

The City's engineering consultant (CH2M Hill) analyzed the City's sewage conveyance system to determine current and future design flows. The analysis revealed several hydraulically deficient segments in the sewage collection system under various existing and future scenarios; however, none of these directly affects the Civic Center area.

The City has a number of conservation programs which have served to reduce wastewater flow in recent years. These include the Conservation Credits programs by MWD, public information and education programs, the BAY SAVER program, water audits, commercial and industrial water conservation programs, water conservation ordinances, and the use of Best Management Practices. Specific conservation measures for Best Management Practices include enforcing the requirement for ultra-low flush toilets in all new construction and plumbing retrofit programs; distribution system water audits, leak detection and repair; and separate metering of all new residential units.

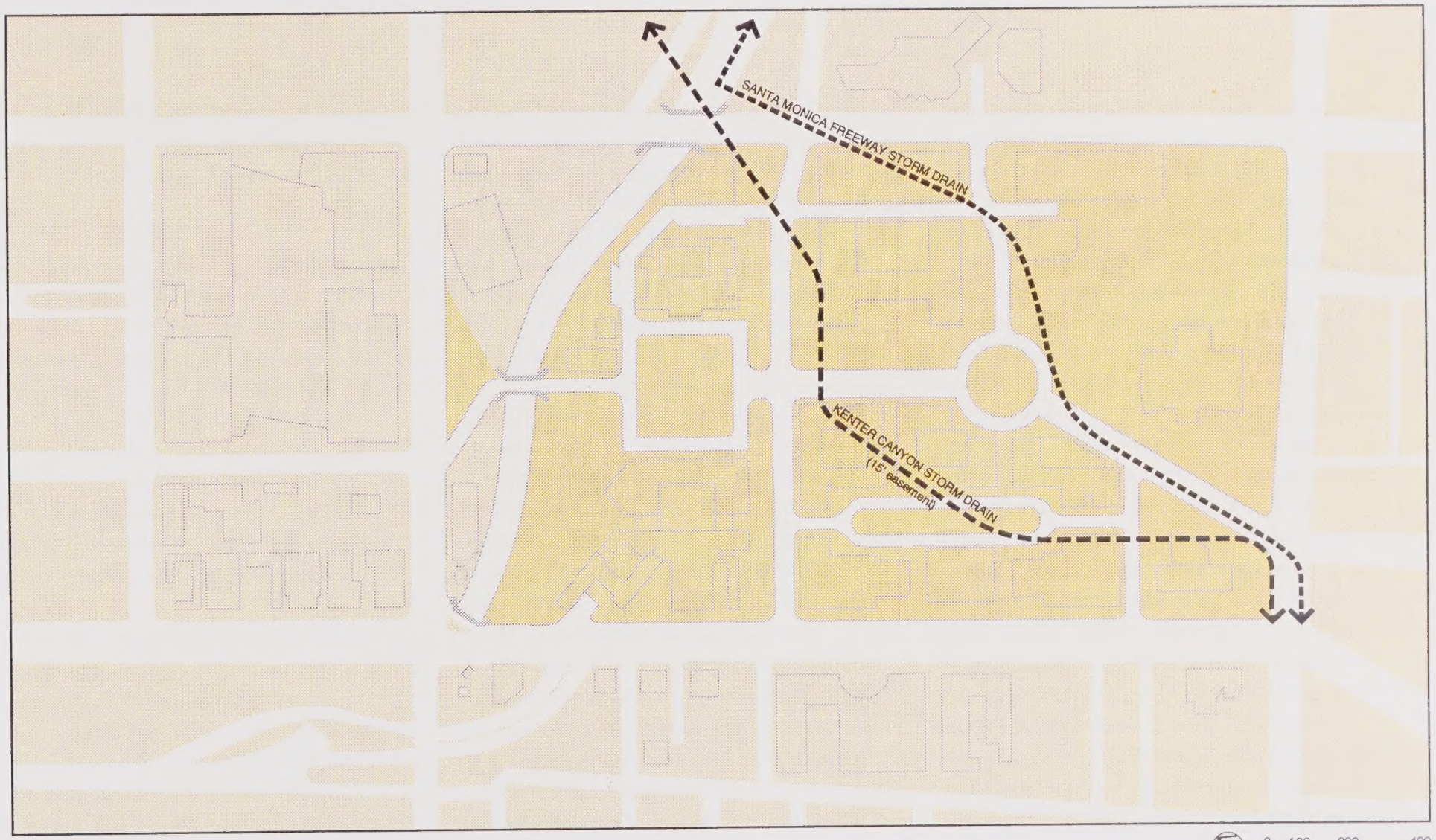
Conservatively, the General Services Division estimates that the cost of discharging sewage into the Hyperion treatment plant will double during the next ten years. This creates a strong incentive for the City to seek ways to reduce future wastewater discharge.

Exhibit 14-2 in the July 1993 MEA illustrates the size and location of the sewer mains which serve the Civic Center area. Currently, a set of 8-inch lateral collector lines connects the County Courthouse and Civic Auditorium to the 12-inch main on Pico Boulevard, which then feeds into the 30-inch sewer main on Main Street. Another set of 8-inch lines connects City Hall and the Rand Corporation to a 10-inch line running under First Street Court, the alley behind the uses fronting onto Ocean Avenue. This line widens to 27 inches before feeding into the 30-inch main on Main Street. Given the piecemeal nature of the lines serving the Civic Center area, the system will very likely need to be expanded and reconfigured in order to meet the needs of new uses at the site. Along with the construction of the Guest Quarters Hotel on Fourth Street, a new 30-inch main was installed along Fourth Street. Reports prepared prior to the implementation of the City's recent water conservation programs indicated that the 30-inch sewer main on Ocean Avenue was full; however, conditions may have changed with the reduction in sewage flow in recent years. Prior to new development occurring at the Civic Center site, an evaluation should be conducted to determine the wastewater demand of proposed Civic Center land uses and a plan developed to reflect the appropriate size and location of sewer mains.

Storm Drain

The overall drainage pattern of the city of Santa Monica is to the south and to the west. An underground storm drain system intercepts surface runoff through a series of catch basins and carries the majority of the stormwater to the west, discharging into the Pacific Ocean. The storm drain system is comprised principally of pipes and channels owned by two separate entities: the City of Santa Monica and the County of Los Angeles. Additionally, there are a few drainage facilities within the right-of-way of Interstate 10 that are under Caltrans jurisdiction.

The majority of surface runoff from the city drains to the storm drain system via the catch basins and discharges within the city limits into Santa Monica Bay. Two main storm drain lines, the Pico Boulevard Drain and the Kenter Canyon Drain, have a common outfall at Pico Boulevard and Santa Monica Beach.



Storm Drainage: Trunkline Facilities

KENTER CANYON 11' STORM DRAIN
(15' below grade)

SANTA MONICA FREEWAY 10' STORM DRAIN
(16'-20' below grade)

Storm drain pipes in the city range from 16 inches to 11 feet in diameter. There are approximately 20 miles of storm drain pipes within the city.

The Kenter Canyon Drain is presently undersized and incapable of accommodating the runoff from a 50-year storm. Because of this important deficiency, the City of Santa Monica Department of General Services has for the last several years required large development to install detention facilities onsite to reduce runoff during peak flow periods. Additionally, the City Council, on December 8, 1992, passed an ordinance requiring all development to reduce runoff quantities by 20 percent.

The quality of stormwater draining into the Santa Monica Bay is a concern for the City. To prevent pollutants deposited in the streets and gutters from discharging into the bay, the City has implemented frequent street sweeping and regular cleaning of catch basins. Adoption of a "No Water Waste" ordinance in 1989 restricts washing of paved areas, vehicles and building exteriors, reducing the amount of silt and other contaminants reaching the storm drain system. In the case of larger projects, developers have been required to provide for the detention of rainwater on their site, either to allow percolation of the water into the ground or to provide for later regulated release into the City's storm drain system after any sediments have been removed. An Urban Runoff Pollution Control Ordinance (#1642) adopted in December 1992 requires various pollution prevention practices by new and existing development, including an overall 20 percent reduction in stormwater runoff from each site.

The City has proposed the construction of a treatment facility on Appian Way and Moss Avenue for dry weather effluent (i.e., water from overirrigation, wash-down of private property, emptying of swimming pools, etc.) from the Pico, Kenter and Santa Monica Pier storm drains. The purpose of this facility would be to disinfect the low-flow (dry weather) runoff and reclaim most of the effluent to be used for landscape irrigation along the Santa Monica Freeway and other available sites. The implementation of this permanent treatment plant would result in large water conservation benefits and improve the quality of the effluent discharging to the Santa Monica Bay. Given the proximity of the facility to the Civic Center, it is conceivable that, if water flows from such a facility are sufficient, they could be used to irrigate landscaping at the Civic Center site.

Stormwater from the Civic Center generally flows west and south into catch basins on Main Street, Ocean Avenue and Pico Boulevard. The landscaped private and public open spaces that will replace the surface parking areas in the Civic Center will significantly reduce the amount of stormwater runoff in the area by allowing the water to percolate into the soil. Exhibit 14-3 in the July 1993 MEA shows the location of storm drains in the vicinity of the Civic Center. The map shows that the Caltrans storm drain line and the Kenter Canyon storm line, maintained by Los Angeles County, traverse the Civic Center site. The Kenter Canyon storm line enters the site behind the existing City Hall, under the proposed new Police headquarters, continues between City Hall and the County Courthouse, and runs diagonally under the Rand site to First Street Court, ultimately connecting with the main storm line on Pico Boulevard. The Caltrans storm line enters the site under the intersection of Fourth Street and the freeway on-ramp, running diagonally in a southwesterly direction under the County Courthouse, continuing under Main Street down to the main storm line under Pico Boulevard.

In developing the specific site plans for the new buildings at the Civic Center, especially the

Police headquarters, it will be important to consult with the County and Caltrans about the exact location of the storm drain lines.

Solid Waste Disposal

The City provides trash collection service to all Santa Monica residents and approximately 50 percent of commercial and industrial establishments. Private contractors provide service to the remaining commercial/industrial users and pay the City to dump at the City's transfer station. The City's solid waste operation is self supporting in that the fees charged to residents and businesses comprise virtually all of its revenues.

Waste from the City goes to three different landfills. In fiscal year 1990-91, 124,064 tons of solid waste were generated by residences and businesses in the city. Of this, approximately 14 percent was recycled, leaving the remaining amount to be disposed at local landfills.

The City operates a number of recycling programs, including a curbside recycling program serving 7,500 single-family and 5,000 low-density multi-family units. Other programs include a recycling center for drop-off and buy-back service, and several other programs.

AB 939 requires every city in California to reduce the waste it sends to landfills 25 percent over 1990 levels by 1995 and 50 percent by the year 2000. Consistent with this requirement, in August 1992 the City adopted a comprehensive waste reduction and recycling plan. The plan includes programs to reduce waste at the source, divert yard waste from landfills through composting and other means, and increase recycling in the single-family residential, multi-family, commercial and industrial sectors. In implementing this plan, the City proposes to require new development to set aside space for recycling containers, provide rate incentives for waste reduction, and levy a solid waste surcharge on businesses.

Energy

The two primary sources of energy in the city are electricity and natural gas.

Electricity: Electrical service to the city is provided by the Southern California Edison Company (SCE). Existing facilities presently provide adequate electrical service throughout the city. There are no current improvement or expansion plans for electrical facilities serving the city.

Based on countywide usage figures from 1991, planning staff at SCE estimate an annual electrical consumption of 700,249,050 kilowatt-hours (kwh) for the city. In 1990, commercial uses represented approximately 61 percent of electrical consumption, residential uses represented 26 percent, and industrial and other uses represented 13 percent.

Energy consumption of new buildings in California is regulated by the State Building Energy Efficiency Standards. The building efficiency standards are enforced through the local building permit process. Local energy standards for new buildings must meet or exceed State standards.

SCE has developed several energy conservation programs for both residential and nonresidential customers. Residential programs include a toll-free energy conservation action line, an air conditioning off-peak cycling program, residential energy surveys, and cash rebates for the installation of energy-efficient appliances. SCE also sponsors the "Welcome Home" incentive programs which encourage the building of residential development that surpasses minimum State standards for energy efficiency.

Nonresidential programs include an air conditioning cycling program, an awards program for excellence in the design of new building construction, cash rebates for energy-efficient hardware that reduces energy usage or shifts demand, on-site energy surveys and pump tests, and a thermal energy storage program.

The City has the ability to work with SCE to develop alternative, state-of-the-art energy sources, including lighting and HVAC system efficiencies. Large development projects in particular present the opportunity for utilizing state-of-the-art technology.

Natural Gas: Natural gas is provided to the city by the Southern California Gas Company (SCG). According to SCG, existing natural gas service is adequate throughout the city. No major expansion or improvement of facilities is currently planned.

Total natural gas consumption in the city for 1990 was 3,890,087 million cubic feet (mcf). According to SCG staff, Santa Monica consumes less natural gas than neighboring communities because of its smaller industrial base. Industrial uses account for just 4 percent of the total annual gas consumption, whereas commercial and residential uses account for 37 percent and 59 percent, respectively.

As with electric consumption, natural gas consumption in new buildings is regulated by State Building Energy Efficiency Standards. As proposals for new development are reviewed by the City's Building and Safety Department, they are required to comply with all applicable energy efficiency standards.

Future expansion of SCG facilities and services will depend on the amount of natural gas demanded by new growth. At present, SCG does not anticipate any difficulties in supplying natural gas service for new development in the city.

As with electric energy, the City has the ability to work with SCG to develop alternative, state-of-the-art fuel sources, including fuel cells and solar energy.

Policies

Public Services

Goal 1: Provide a safe environment for existing and future residents, employees, and visitors to the Civic Center.

- Require that new development conforms with all applicable City and State regulations concerning fire and police safety;

- Ensure adequate street widths and turning radii for emergency fire vehicles;

- Require that new development be designed to provide adequate safety features, including secure building entrances and garages, while also ensuring pedestrian-friendly design.

Utilities

Goal 1: The Civic Center shall have adequate water, sewer and storm drain services.

Goal 2: The Civic Center shall serve as a model for environmental conservation and energy efficiency.

Policies

Water and Wastewater

- Require that all new development conform with the Sustainable Cities Program. This includes all existing and future programs for resource conservation and pollution prevention.

- Require that new development pay its pro-rata share of the cost of providing water, sewer and storm drain facilities to support it.

- Require an on-site wastewater treatment plant, if practical, based upon flow and demand from any development in the area. Consider using reclaimed water from either the wastewater treatment plant or possibly the proposed low-flow stormwater treatment plant for irrigation of public and private landscaping. Should an on-site sewage treatment plant be feasible, require dual plumbing for appropriate uses, such as commercial office uses.

- Require that all new development conform with all applicable City regulations for water conservation, including low-flow plumbing, stormwater runoff reduction, and similar requirements.

- Evaluate the condition and capacity of existing water, wastewater and storm systems serving the Civic Center as related to the proposed development, and require that water, sewer and storm drain facilities be planned and constructed prior to the completion of new development.

- Require that new development pay all applicable water, wastewater and storm drain fees, including sewer connection fees, stormwater fees, and any other fees that are currently required or may be required in the future.

- Require that any new water, sewer and storm drain facilities be located under public rights-of-way.

- Prior to siting of new buildings, consult with Caltrans and Los Angeles County to discuss the location of buildings in relation to existing storm facilities.

Solid Waste Disposal

- Require that all new development conform with the City's Solid Waste Reduction and Recycling Plan, including requirements for source reduction, recycling, alternative procurement policies, and on-site recycling space.

- Require that, by the year 2000, solid waste generated at the Civic Center site not exceed 50 percent of solid waste levels generated by existing uses in 1990. This includes existing and future uses.

Energy

- Require that the energy needs of new development be evaluated prior to approval so that the necessary gas and electrical facilities may be planned and constructed.

- Require that new development incorporate high energy efficiency technology, such as solar design, fuel cells, solar voltaics, and other technologies where feasible.

- Require that developers work with City staff, SCE and SCG to explore the possible use of state-of-the-art energy conservation and energy efficiency technologies in new development.

CONSERVATION ELEMENT

The Conservation Element of the Civic Center Specific Plan contains applicable objectives and policies of the City's General Plan as well as policies developed for the Civic Center area.

The Conservation Element of the Specific Plan sets forth policies that relate to the proper management and conservation of natural resources. These natural resources have been categorized into four areas that directly affect and influence life in the city: beach, water, land and air. The Conservation Element of the Specific Plan contains objectives and policies that affect all of these areas.

The objectives of the Conservation Element of the General Plan that relate to the Specific Plan fall into three areas of concern:

1. Limiting disturbances or disruption to the ecological balance and natural resources in the city;

2. Promoting and strengthening water conservation and energy efficiency; and

3. Eliminating nonessential sources of air pollution.

The Conservation Element of the Civic Center Specific Plan utilizes the following objectives and policies to address these areas:

Objective

New development within the Civic Center shall comply with the standards identified in the Sustainable City Program, and shall promote the use of conservation technologies and practices; reduce the use of nonrenewable resources and look to develop local, less polluting, renewable energy, water and material resources; and expand recycling technologies and programs.

Policy

- New development within the Civic Center shall be consistent with the intent, goals and programs of the City's Sustainable City Program. The issues to be addressed, within the context of a life-cycle cost analysis, shall include, but not be limited to:
  a. minimization of construction and demolition waste through material reductions, reuse and recycling;
  b. minimization of the use of new construction materials through the use of recycled, reusable low-toxic building materials;
  c. minimization of solid waste through source reductions, alternative procurement policies, materials reuse programs, and placement of recycling centers within developments;
  d. energy conservation through efficient state-of-the art technologies and designs which address heating and cooling, lighting, solar orientation and natural ventilation, and the reduction in the amount of asphalt and other similar hardscape materials which contribute to the heat island effect;
  e. the pursuit of cost-effective, renewable, co-generative and less polluting energy sources, such as those which utilize fuel cell technology;
  f. utilization of water conservation measures through conformance with the City's low-flow fixture requirements and water-efficient landscape requirements;
  g. evaluation of the need, practicality and cost effectiveness of an on-site wastewater treatment and recycling facility and system to serve new development; and
  h. evaluation of the potential to use the recycled and treated stormwater from the proposed low-flow stormwater treatment facility on Appian Way.

Objective

Preserve and improve the quality of ocean water and the state of the beaches by reducing or eliminating the use of hazardous and toxic materials by residents and businesses within the Civic Center.

Policy

- The City shall require that new development within the Civic Center minimize the levels of pollutants entering the soil and ocean through the following measures (including, but not limited to):
  a. a household and small business hazardous waste collection program;
  b. conformance with the City's urban runoff pollution control ordinance; and
  c. a hazardous waste minimization program.

Objective

Minimize the amount of pollutants entering the air from Civic Center-related sources.

Policy

- Maximize the utilization of alternative forms of transportation within the Civic Center, including walking, bicycling, public transit and carpooling/vanpooling.

- Maximize the use of low-emission vehicles.

- Land use and development standards shall encourage the development of compact, mixed-use, pedestrian-oriented developments in the Civic Center that reduce the amount of vehicle trips associated with residents and businesses; these developments should contain employment opportunities for local residents, office space for telecommuters who reside in the area, and community gardens.

IMPLEMENTATION ELEMENT

This element sets forth the objectives and policies for the implementation of the plan. It addresses a broad range of regulatory, financing, phasing and maintenance considerations necessary to carry out the Specific Plan. The first sections describe the implementation and financing objectives and policies. The remainder of the element describes the regulatory program, the public improvement program, the financing program, and the financing action plan.

Implementation and Financing Objectives

- Link entitlement of private development to the provision of specific public improvements and associated land dedications.
- Establish development permitting procedures that ensure that development meets the standards, guidelines, linkage and other requirements of the Specific Plan.
- Establish implementation responsibilities for the design and construction of parks, open space areas, streets and public access ways.
- Establish procedures for the programming of cultural, recreational and community facilities, including additions or modifications to the existing Civic Auditorium.
- Ensure that future public building programs include property-related costs, including the cost of parking, landscaping, and other site

improvements necessary to support development.

- Establish responsibilities for financing the construction, maintenance and operation of public facilities, including streets, parks, open space and utilities.

- Establish a means of financing public facilities that distributes costs equitably and efficiently among responsible private and public entities.

- Ensure that the Financing Plan serves to implement the Land Use Plan for the Santa Monica Civic Center Specific Plan.

- Ensure that the construction of required public improvements occurs in a timely manner in accordance with the phasing of private and public development.

- Ensure maximum utilization of available funding sources that minimize impacts on the City's general fund.

- Create financial incentives for properties in the Specific Plan area to develop at the designated uses and densities.

Implementation Policies and Responsibilities

- Establish specific requirements and responsibilities for implementation of transportation and open space improvements and the cultural, community and recreational facilities which form the backbone of the Specific Plan, as follows:
  - Private land will be dedicated to allow for the construction of Main Street, including the City Hall Square, Main Street Circle, and the Olympic Drive and Vicente Terrace extension, as proposed in the Specific Plan. The design and construction of the street and associated landscaping, lighting and open space improvements will be undertaken by the City.
  - The public parking structure behind the Courthouse should be built early on in order to remove surface parking in the Civic Auditorium area to allow for the construction of the Civic/Cultural Park, and to remove parking between City Hall and the Courthouse to allow for the Olympic Drive extension to Fourth Street. The City will be responsible for the design and construction of this project.
  - Additional parking requirements associated with Police and Courthouse expansion will be implemented in conjunction with those projects and will be the responsibility of the City and County as appropriate.
  - The Village Green and the Arroyo Parkway will be designed and built by the private developer according to the standards and guidelines set forth in the Specific Plan, and then either dedicated to the City or owned and operated by the private developer in a manner consistent with that of a public park.
  - Public access easements within development parcels will be designed and built by private developers according to the standards and guidelines established in the Specific Plan and will be open to the public during business hours and other specified time periods consistent with the operation and security of private uses.
  - The City should specify a public agency or create a new public entity to manage the recreational, cultural and open space facilities in the Civic Center area, including maintenance of public facilities and the scheduling of special

events. This entity should also coordinate transportation demand management programs for the public and private uses in the Civic Center.

- Establish a process to assist the City in programming the cultural, community and recreational facilities called for in the plan, including the possible redevelopment of the Civic Auditorium.

  Establish a community process for the design of the Civic/Cultural Park, with participation by the Recreation and Parks and Arts Commissions, as well as residents and property owners in the area.

Financing Policies

- Establish the policies that will guide the formulation of a comprehensive financing program to fund the infrastructure and public facilities for the Santa Monica Civic Center Specific Plan, as follows:
  - Apply land use regulations and financing mechanisms that encourage full development of the Civic Center consistent with the General and Specific Plans.
  - Develop a public facilities phasing schedule that links the timing of public improvements construction to the timing of new Civic Center Specific Plan residential and commercial development, as indicated in the linkage requirements.
  - To ensure timely funding of infrastructure development, enter into development agreements, consistent with existing City ordinances, as necessary to enable the establishment of needed infrastructure financing mechanisms.
  - Establish a land-secured financing district to provide for the comprehensive financing of public improvements which are the responsibility of private development.
  - The City of Santa Monica should assume responsibility for coordinating landowners, developers, and other public agencies in the establishment of the appropriate Specific Plan financing mechanisms.
  - Synchronization of signals within the area bounded by Wilshire, Pico, Lincoln and Ocean Avenue will be funded jointly by private development and City contributions through use of Proposition A and C discretionary funds.
  - Private development should pay for neighborhood protection plans for residential neighborhoods surrounding the Civic Center Specific Plan area.
  - Properties outside the Specific Plan area that benefit from public facilities provided by the plan should be included in the financing, to the extent possible, through use of citywide funding sources such as Proposition A and C funds, traffic mitigation fees, and park/open space fees.
  - Maximize funding capabilities by allowing a tradeoff between private and public funding responsibilities, consistent with the overall allocation of costs between public and private participants in the plan.
  - Establish one or more maintenance districts, such as a Landscape and Lighting District, to fund the maintenance costs of parks and other public facilities.
  - Public facilities that occur independently of the linked public/private improvements (i.e., the police improvements, the County Courthouse expansion and the Civic Auditorium improvements) will provide their own parking and

infrastructure improvements at such time as they are built.

- Fee burdens and assessments should be calculated based on maximum permitted densities to promote consistency with the plan and a disincentive to underutilization. Per square foot or per unit burdens will increase to the extent that density falls below a preferred target.
- Consider deferred assessments on properties that are underutilized relative to plan designations and densities. Assessments (as a part of the proposed assessment district) could be gradually increased, creating a disincentive for property owners to continue underutilizing property.

Regulatory Program

Zoning

- Amend the zoning of the Civic Center District (Part 9.04.08.32) to:
  - Exclude the residential and the School District parcel which has recently been fully developed east of Fourth Street near Olympic Drive for hotel and office uses under a development review permit.
  - Allow development as provided for in the development agreement executed between the City and Carolyn Artis Trust (Maguire-Thomas Partners, Lessee).
  - Provide for a broader mix and range of uses, including residential, private office and a limited amount of local-serving retail, in addition to the institutional, government, public assembly, civic and cultural uses which currently exist in the Civic Center area.
  - Specify that development be in conformance with the linkage requirements as well as the property development standards set forth in the Specific Plan adopted by the City Council.

Subdivision Mapping

- For the Rand property, which is more than fifteen acres in size, require a subdivision mapping process (e.g., tentative and final maps) prior to any development approvals to:
  - Facilitate the incremental development of projects in conformance with the Specific Plan's incremental provision of related services, facilities and amenities.
  - Create and identify parcels which will be offered to the City for dedication in conformance with the Specific Plan.
  - Subdivide the site to allow for the development and ownership of created parcels.
  - Establish the final grades, alignments and widths of streets, utility corridors and public ways in conformance with the Specific Plan.
  - Establish and enforce the conditions of approval required for development to proceed in conformance with the Specific Plan and EIR. These conditions will include, for example, the specific linkage requirements between private development and public improvements and the land dedication requirements for public facilities.

Development Agreement

Encourage the use of a statutory development agreement as a tool to establish the rights, duties and responsibilities of the parties for the funding, financing and phasing of infrastructure development in order to minimize the uncertainty and risk for both the public and private sectors. The development entitlement and public improvement linkage provisions, described below, can be refined in the develop-

ment agreement, allowing for development to precede the construction of infrastructure improvements if there is a contractual, timely and financial obligation to undertake the improvements.

Development Review Process

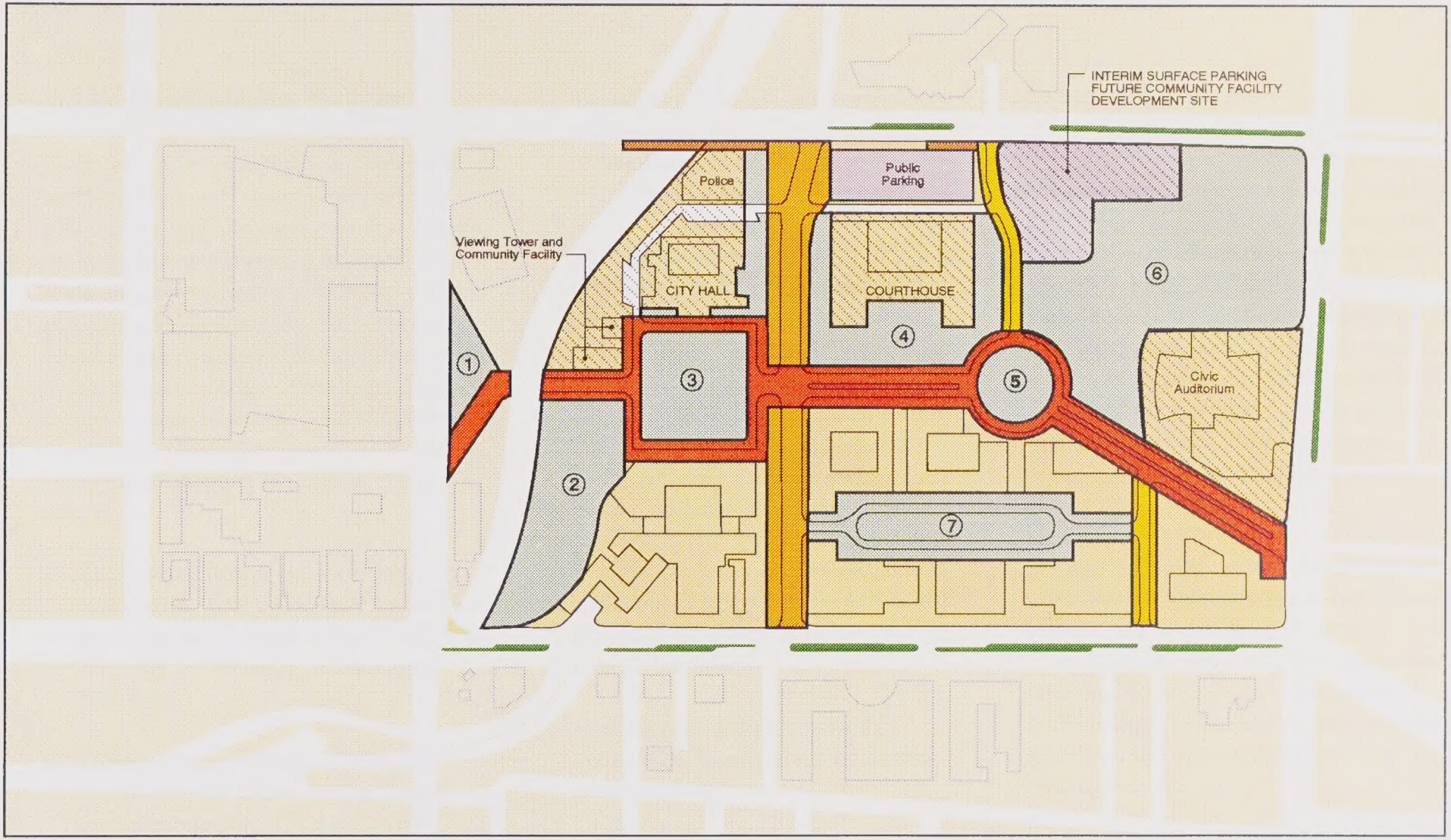
All public development projects over 30,000 square feet and any project as part of the mixed-use development over 30,000 square feet shall be subject to a conformance review permit process. Any development greater than 30,000 square feet but less than 300,000 square feet of institutional use shall also be subject to a conformance review process. Institutional development between 300,001 and 500,000 square feet shall be subject to a development review permit.

A conformance review permit shall consist of a noticed public hearing before the Planning Commission, appealable to the City Council, for the purpose of reviewing the project's conformance with the Specific Plan, evaluating the environmental impacts of the project, and reviewing the project design. The project shall be approved or modified based upon conformance with the Specific Plan and to reduce or eliminate any environmental impacts.

Table 3
Linked Entitlements and Public Improvements

The table below summarizes the private development entitlements that will be granted by the Specific Plan, along with the linked public facilities that private development will be required to provide. The linkage and phasing requirements will be specified as conditions of approval in the subdivision mapping process and included in the development agreement.

Development Entitlements	Linked Public Facility Requirements	Related Private Actions	Related Public Actions
• 250,000 s.f. private office; 300,000 s.f. institutional office, plus 200,000 s.f. institutional office subject to a development review permit • Housing – 350 du's • Neighborhood Commercial – 20,000 s.f.	• Main St. realignment, landscape median, Plaza, Circle and Triangle • Civic Center Drive and right-turn lane • Village Green and access streets, including Vicente Terrace • Arroyo and public access easements in development parcels • Civic/Cultural Park • Landscaping of perimeter streets • Neighborhood protection measures • Contribution to signal synchronization	• Tear down waffle building and temporarily relocate Rand (190,000 s.f.) • Dedicate land for Olympic Drive and Main Street realignment and plaza • Build Village Green and Arroyo and either dedicate them or operate as a public park • The tearing down of the "Z" building may be required in order to achieve an appropriate massing, which will warrant the issuance of a development review permit for the additional office program	• Construction of parking garage behind Courthouse • Construction of cultural and community facilities • Olympic Drive and Fourth Street widening



Program Elements

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- CIVIC CENTER DRIVE AND VICENTE TERRACE EXTENSION
- OLYMPIC DRIVE
- MAIN STREET
- 4TH STREET WIDENING
- PERIMETER STREETS
- PRIVATE DEVELOPMENT AREAS
- PUBLIC PARKING
- PUBLIC BUILDING SITES

1 MAIN STREET TRIANGLE
2 THE ARROYO
3 MAIN STREET PLAZA
4 COURTHOUSE LAWN
5 MAIN STREET CIRCLE
6 CIVIC / CULTURAL PARK
7 VILLAGE GREEN

Public Improvement Program

The public improvement program integrates circulation and open space areas to provide public access and enhance the visual and open space qualities of the area. It achieves both community objectives for a distinctive civic gathering place and provides the necessary infrastructure to support the intensification of uses in the Civic Center. The Program Elements Diagram depicts the public improvements in the plan. The elements of the public improvement program are summarized as follows:

1. The improvement of the entire length of Main Street, from Colorado Street to Pico Boulevard, as described in the Specific Plan, including the Triangle, the Square and the Circle.

2. The extension of Olympic Drive from Fourth Street to Ocean Avenue, and the associated widening of Fourth Street between the Santa Monica Freeway ramps.

3. The improvement of Civic Center Drive and the extension of Vicente Terrace to create additional connections from Fourth Street and Ocean Avenue.

4. The Arroyo Parkway, which visually links City Hall with the pier and oceanfront and provides for direct bicycle and pedestrian access into the Civic Center area.

5. The Civic/Cultural Park, which visually links the Ocean Park neighborhood to the Civic Center and also provides direct bicycle and pedestrian access.

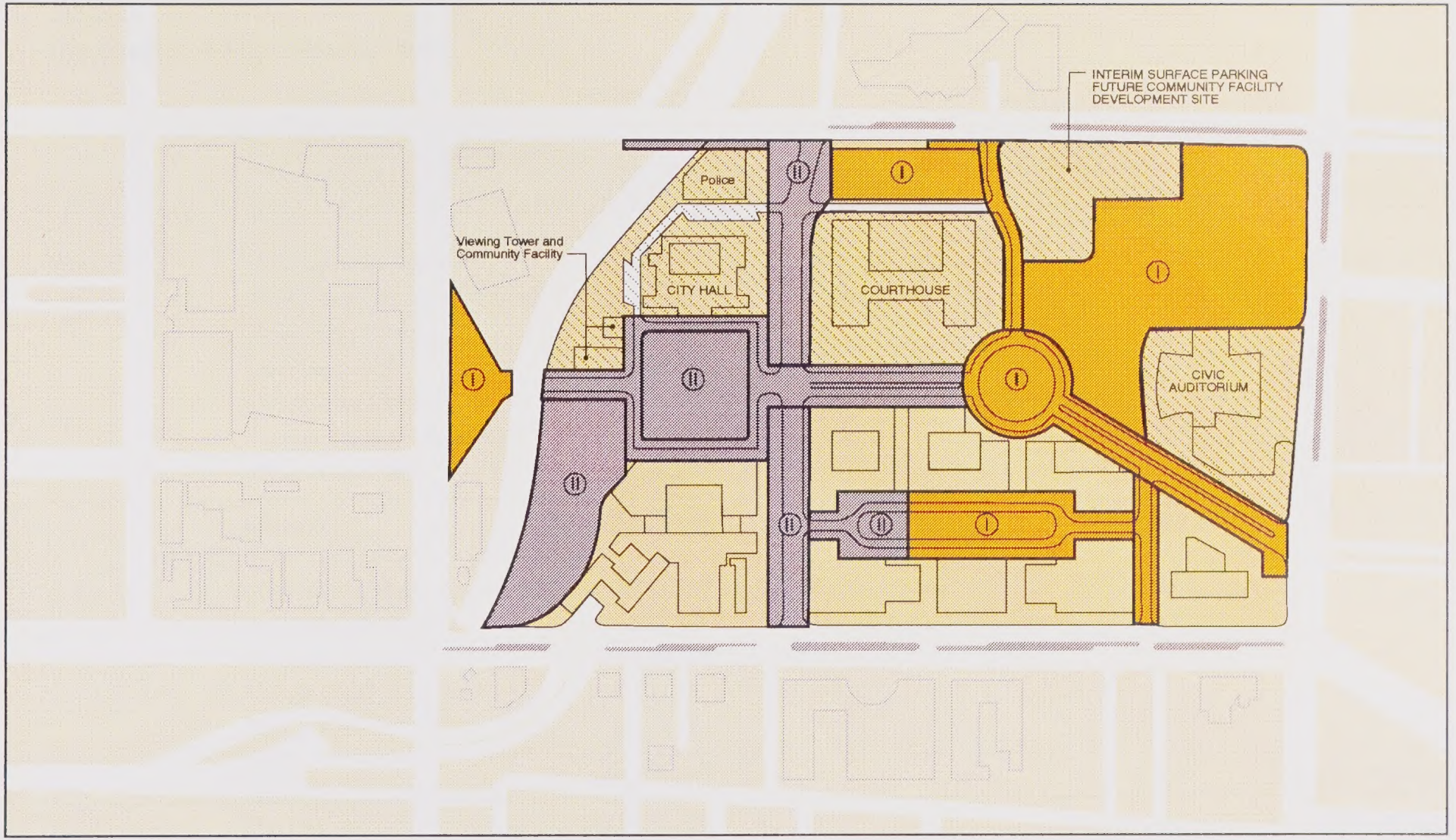
6. The Village Green, which provides both access and open space opportunities within the mixed-use urban village located in the Civic Center area.

7. A public parking facility behind the County Courthouse, to replace existing surface parking.

Financing Program

The Specific Plan establishes a means of financing public improvements, including street/circulation improvements and parks/open space, that distributes costs equitably and efficiently among responsible private and public entities. A cost burden analysis has been conducted which evaluates the cost distribution and feasibility of the financing program. The cost burden analysis is included in a separate technical document, which discusses the methodology and results of the analysis in greater detail.

During the implementation process, refinements to the financing program may be made based on the availability of Proposition A and C funds for Specific Plan projects, estimated fee revenues generated from the proposed traffic mitigation fee, existing park and open space fees, and the availability of other City funding sources.



Phasing Program

PHASE I

PHASE II

INDEPENDENT

Table 4

Distribution of Improvement Costs

	Privately Funded Improvements		*Publicly Funded Improvements*		*Total*
Phase	Type	Estimated Cost	Type	Estimated Cost	*Estimated Cost*
Phase One	Main Street Realignment	$279,390	Parking Structure	$8,931,700	$15,669,396
	Main Street (southern portion)	1,003,297	Parking Alley	422,500	
	Main Street Circle	1,279,900			
	Civic Park	2,365,100			
	Civic Center Drive	369,900			
	Vicente Terrace Extension	162,700			
	Village Green Park	854,909			
	Subtotal	$6,315,196		$9,354,200	$15,669,396
Phase Two	Main Street (northern portion)	$1,734,397	Olympic Drive	$2,112,600	
	Santa Monica Plaza	3,512,400	Fourth Street Widening	760,500	
	Perimeter Streets	1,149,500			
	Village Green (1/3)	427,391			
	Arroyo Park	1,775,800			
	Subtotal	$8,599,488		$2,873,100	$11,472,588
	TOTAL	$14,914,684		$12,227,300	$27,141,984

Table 4 itemizes improvement costs and the distribution of costs between private and public entities. Improvements are divided into two phases in order to evaluate the feasibility of funding the initial increment of public facilities given likely private development phasing. The phases are depicted graphically in the Phasing Diagram. Phasing will be worked out in more detail in the implementation process and will be specified in the development agreement.

Private Funding Responsibilities
Private development will be responsible for funding the following public improvements:

- Main Street improvements (including realignment and Main Street Circle)
- Civic Center Drive
- Civic/Cultural Park
- Vicente Terrace Extension
- Village Green
- City Hall Square
- Median and sidewalk plantings on Ocean Avenue, Pico Boulevard and Fourth Street
- Arroyo Park

The ability of private property owners to fund required public improvements has been evaluated, and a phased schedule of private development was prepared based on existing uses and proposed future development. Street improvement costs were allocated among private property owners based on the number of trips generated from existing and future development. Parks and open space costs were allocated based on the daytime population generated from each land use (residential population plus half of the employment population).

The allocation of costs among private property owners was then converted to annual debt service payments. It is anticipated that bonds will be issued to finance the improvements, and private property owners will be responsible for paying an annual special tax or assessment equal to the annual debt service on the bonds.

According to standards used in the financing industry, property can support a total annual tax burden equal to 2 percent of the property's value. The property tax rate in Santa Monica, including property taxes and other voter-approved debt, is equal to 1.03 percent of value; thus, an amount equal to 0.97 percent of property value will be available to pay annual debt service on the improvement bonds.

The estimated total cost of public improvements allocated to private property owners is $14.9 million (see Table 5). Annual debt service on the bonds is $1.4 million which, overall, represents 0.70 percent of property value, well within the acceptable limits. The proportion of debt to value varies by property owner, depending on the allocation of costs and the property value. The first phase of development also is able to support the cost of the infrastructure improvements, with annual debt service equal to 0.50 percent of total market value.

Table 5
Private Cost Burden and Feasibility Analysis Summary

	Phase One	Phase Two (cumulative)
Total Cost of Improvements (private responsibility)	$6,315,200	$14,914,700
Total Bond Issue	7,578,200	17,897,600
Debt Service[1]	580,300	1,370,600
Total Market Value	115,405,402	194,605,693
Debt Service as a Percent of Assessed Value	0.50%	0.70%

[1]Debt assumptions:

Interest Rate	6.5%
Term	30 years

The funding capabilities of the private and public entities will be maximized by allowing a tradeoff between private and public funding responsibilities, according to terms specified in a development agreement. The allocation of costs may remain the same, but the type of improvements may vary depending on the availability of City funding sources for various types of public improvements. For example, it is assumed that the private developers will build the Civic/Cultural Park in exchange for the City funding construction of Olympic Drive.

Public Funding Responsibilities

The City will be responsible for funding the following improvements:

- 1,000-space public parking structure
- Parking alley improvements adjacent to the parking structure
- Olympic Drive improvements
- Landscaping at the realignment of Main Street at Colorado Avenue

The parking structure will be funded in large part with revenue bonds. The street and related landscaping improvements will be funded with

available funding sources including, but not limited to, Proposition A and Proposition C local return funds, proposed citywide traffic mitigation fees, and existing park and open space fees.

Maintenance

To minimize the impact of maintenance costs on the General Fund, a maintenance district, such as a landscaping and lighting district, will be created. The scope of the maintenance district will be determined based on an evaluation of total maintenance costs and an assessment of financial capability of private development to carry ongoing costs. Some maintenance costs may be covered by the General Fund, to the extent that it is not feasible to cover all costs with a maintenance district.

Parking Structure Financing

In order to replace parking spaces lost as a result of park development on existing public surface lots, a 1,000-space public parking structure will be constructed during the first phase of the project. The estimated cost of the structure is approximately $8.9 million, which will be financed primarily with revenue bonds. Parking revenue generated from the structure will be used to pay the debt service on the revenue bonds. Any shortfall between the cost of the structure and bond proceeds will be funded with General Fund revenues or other City funding sources.

Development of Independent Public Facilities

The Specific Plan allows for the construction of additional public facilities which are not a part of the required circulation, parking and open space program. These facilities include the Police building and related improvements, the potential reuse of the Civic Auditorium, various cultural and community facilities, and the County Courthouse expansion. These uses will occur as funding becomes available. Thus, the timing of these improvements is independent from the phasing of the project. Each of these is discussed in more detail below.

Police and Related Improvements

The costs of the police facility and related future parking needs are not included in the financing program. It is anticipated that the facility and related improvements will be funded with a voter-approved General Obligation bond. Parking will be provided and funded as part of the project. The timing of police facility construction is uncertain and is not tied to the construction of other public or private development in the Specific Plan area. When additional parking is provided as part of the police facility, it may be necessary to reallocate parking in the garage to be constructed behind the County Courthouse to better accommodate the needs of the police department.

Civic Auditorium

The development of the Civic/Cultural Park will result in the displacement of approximately 850 surface parking spaces adjacent to the Civic Auditorium which are currently used by the County and Civic Auditorium exhibitors and patrons. Approximately 300 parking spaces will be replaced in a surface parking lot located on the footprint of parking structure "C" (see Program Elements Diagram). The parking structure will be available for use by the Civic Auditorium during the evenings and weekends. Additional spaces will be available for Civic Auditorium day use in the parking structure as well as in the new 300-space surface lot. No net loss of existing parking spaces will occur; an allocation of surface lot and structured parking spaces among existing users will occur when the parking structure is completed.

The potential reuse of the Civic Auditorium will be examined after adoption of the Specific

Plan. The financing plan will allow flexibility for incorporating the auditorium reuse. Auditorium reuse program elements, such as costs, funding sources and parking requirements, will be incorporated into the financing plan as information becomes available.

Cultural and Community Facilities
Sites have been identified in the Specific Plan for the location of cultural and community facilities. The future funding of these facilities will include parking and related improvements.

County Courthouse Expansion
The timing of County Courthouse expansion is undetermined and will depend on the availability of County or State funding. The County will be responsible for providing and funding the Courthouse landscaping as well as expansion parking and related improvements.

Financing Action Plan

The Action Plan is a work program that can be followed by the City to implement the proposed financing program. The Action Plan has been designed to work within the overall Specific Plan adoption and implementation effort.

To adopt and implement a financing plan for the Civic Center Specific Plan, the City will need to complete a number of tasks. These tasks fall into the following three categories:

- Finalize improvement costs and phasing;
- Finalize financing program; and
- Establish institutional framework for implementation of the program.

The tasks that must be completed in each of these categories are detailed below.

1. Finalize Cost and Phasing Assumptions

Action 1.1: Formulate Final Cost Estimates

The City of Santa Monica and the private developers in the Specific Plan area will need to refine public facility and private open space costs based on further design and engineering analysis. The cost estimates included in this report are preliminary and for planning purposes only. The City should assemble a Public Improvement Report incorporating the refined cost estimates in preparation for the establishment of a financing district.

Action 1.2: Establish Public Facility Construction Phasing

The City, in consultation with the developers, will need to establish a more detailed phasing schedule that reflects: 1) the required linkages between private development and specific public facilities; and 2) the likely sequence of private development.

Action 1.3: Solicit Input from Developers, Landowners, and Other Interested Parties

Input regarding infrastructure costs, cost allocations and proposed phasing should be solicited from landowners, developers, and other public agencies. Consultation with interested parties will help secure necessary funding and ensure equity. A mutual understanding of financing issues and options will facilitate formulation of financing districts and drafting of development agreements.

2. Finalize Financing Strategy

Action 2.1: Confirm Extent of City and Other Agency Funding Commitments

The City should determine to what extent it will be able to contribute citywide funds to the

financing of public facilities in the Specific Plan area. In particular, the City should determine which funds are available, including state and federal grants, City impact fee funds (e.g., traffic mitigation fees and park/open space fees), and the extent to which Proposition A and C funds are available for financing required street, circulation and related landscaping improvements.

Action 2.2: Refine and Adopt Financing Plan

The financing program identified in this element should be refined into a comprehensive financing plan that combines the various private and public revenue sources into a financially feasible and implementable financing program. The overall logic and premise of the strategy should be verified and tested to ensure that it is sound and feasible given the perspective of the involved parties, including the City, landowners, developers, and other agencies. A determination of the precise financing mechanisms to be used will need to be made. These districts might include a Mello-Roos Community Facilities District, Special Assessment Districts, Landscaping and Lighting Districts and/or other mechanisms.

3. Establish Institutional Framework to Implement Financing Program

Implementing the financing program within the context of overall Specific Plan implementation will require that the City establish financing districts for the development and maintenance of public infrastructure improvements.

Action 3.1: Initiate Formation of a Financing District for the Civic Center Specific Plan Area

The City Council will need to adopt appropriate ordinances and resolutions required to enact the selected financing districts. The boundaries of these districts, their responsibilities, and the specific manner in which the assessments or special taxes will be levied will need to be specified.

Action 3.2: Prepare Standard Development Agreement for Civic Center Developers

The standard development agreement would be offered to all developers in the Santa Monica Civic Center and modified to meet each developer's particular circumstances. The development agreement will specify development entitlements as well as the financial commitments of the developers with respect to funding responsibilities, timing and linkage of improvements, and participation in the financing district.

Action 3.3: Establish a Public Entity to Program and Manage Civic Center Community and Cultural Facilities

The City should identify an existing agency or create a new public entity to manage the community and cultural facilities in the Civic Center. This entity will be responsible for utilizing the funds from the maintenance districts and other sources to maintain the public facilities in the Civic Center.

CONSISTENCY WITH THE GENERAL PLAN

The Civic Center Specific Plan is generally consistent with the City's General Plan. The discussion that follows reviews the applicable policies of the City's General Plan elements and establishes the consistency of the Civic Center Specific Plan.

Land Use and Circulation Elements

The Land Use and Circulation Element was adopted in 1984 and revised in 1987. The Land Use Element proposes a number of different land use classifications throughout the city. The Specific Plan area is located within an area designated for Institutional and Oceanfront District uses. The Institutional District is bounded by Main Street, Pico Boulevard, Fourth Street and the I-10 freeway. The Institutional classification is intended to define areas for schools, hospitals and health care facilities, libraries, airports, cemeteries, and other public facilities. The portion of the Oceanfront District that has been combined with the Institutional District area is bounded by Main Street, Pico Boulevard, Ocean Avenue and the I-10 freeway. The Oceanfront classification seeks to combine visitor-serving uses with existing residential, public recreation and cultural uses.

Land Uses

The policies of the Specific Plan are consistent with the General Plan, as they allow for all of the land uses contained in the General Plan. Within the Land Use Element, Policy 1.5.6 sets forth land uses and maximum development intensities for the portion of the Oceanfront District bounded by Main Street, Pico Boulevard, Ocean Avenue and the I-10 freeway, with specific development standards to be determined by a Specific Plan. This policy establishes that this area predominantly be used for visitor-serving uses including hotel accommodations,

commercial recreational, cultural and public recreational facilities, and possibly some office uses. West of Main Street, the Specific Plan allows research/institutional office uses, general office uses, visitor-serving uses, recreational uses, residential uses, and local-serving retail uses. The policy language in Policy 1.5.6 in the Land Use Element of the General Plan does not specifically include residential uses. However, policy language elsewhere in the document which proposes citywide land use objectives calls for the creation of more affordable housing. The policies of the Specific Plan require that any housing proposed in this area of the Civic Center make a minimum of thirty percent (30%) of the residential units affordable to low and moderate income persons and families.

Policy 1.12.2 of the General Plan Land Use Element calls for the retention of the major government facilities in Santa Monica and the consideration of other uses such as cultural and public recreational facilities and visitor-serving uses west of Fourth Street in the Civic Center area. The Civic Center Specific Plan calls for the retention and allowable future expansion of the government facilities located on the east side of Main Street. The development concept would allow for an approximately 120,000 square foot police facility behind City Hall and an approximately 140,000 square foot addition to the County Courthouse. Public parking structures would also be allowed to serve the police, city, county, and visitor-serving uses. The Specific Plan policies permit a combination of land uses including government office, visitor-serving, recreational, auditorium/conference/cultural, and parking in the Civic Center area east of Main Street.

Development Standards

The maximum allowable development standards contained in the Land Use Element for the Civic Center area west of Main Street are set at 3.0 FAR, 4 stories (56 feet), with the specific development intensity to be determined after a Civic Center Specific Plan is prepared and adopted. This policy also states that the Civic Center Specific Plan may permit building heights up to 6 stories (84 feet) if this height is deemed compatible with the goals and objectives of the Land Use and Circulation Elements, subject to urban design principles which consider public view corridors and usable open space.

The Civic Center Specific Plan establishes the development standards for the area west of Main Street. These standards allow building heights of 6 stories (84 feet) in very limited and specific locations and in accordance with stated urban design principles and the conditions under which these heights would be allowed. The development standards for the remainder of this area would allow for a mixture of 2, 3, 4 and 5-story structures (35 to 56 feet) in the context of the same urban design principles which would effectuate a dynamic urban design plan that is consistent with the goals and objectives of the Land Use Element. Development intensity, represented by floor area ratio (FAR), is approximately 1.5, or about half of that in the Land Use Element. These standards are, therefore, consistent with those in the Land Use Element of the General Plan.

The development standards established in the Land Use Element for the area of the Civic Center east of Main Street also allow a maximum 3.0 FAR, 4 stories (56 feet), with the specific development intensity to be determined after a Civic Center Specific Plan is prepared and adopted. In addition, this policy also states that the Civic Center Specific Plan may permit

building heights up to 6 stories (84 feet) if this height is deemed compatible with the goals and objectives of the Land Use and Circulation Elements, subject to urban design principles which consider public view corridors and usable open space.

The Specific Plan establishes similar development standards as those for the west side of Main Street. A building height of 56 feet would be allowed in the area behind City Hall to accommodate a proposed new police facility. The County Courthouse structure would be allowed a 65-foot height. All other building heights in this area would be limited to 56 feet or less. Floor area ratios in this area would be 2.0 or less. These standards are also consistent with those in the Land Use Element of the General Plan.

Other Land Use Issues

The Land Use Element identifies, among others, the following objectives to improve the quality of life for all residences through a balance of land uses that is consistent with:

1. Encouraging greater pedestrian and bike access throughout the city;
2. Making Santa Monica a more child-friendly environment by encouraging child care and recreational facilities;
3. Increasing the amount of affordable housing;
4. Ensuring adequate park space and green landscape space throughout the city, specifically recommending the creation of new parks in the Oceanfront district;
5. Improving the match of low and moderate income persons and families with units they can afford;
6. Providing adequate revenue to the City necessary for a balanced budget; and
7. Satisfying employment needs of city residents, especially those of the unemployed and underemployed.

A 6.1-acre park in the area of Fourth Street and Pico Boulevard is called for in the Specific Plan. This park would include pedestrian and bicycle paths, passive and/or active recreational opportunities, with possible active recreational uses on the roof of the parking structure proposed adjacent to the park. The policies of the Specific Plan also allow for a possible cultural/community/child care facility of up to 30,000 square feet on the roof of the parking structure and up to 10,000 square feet adjacent to it.

The Specific Plan is consistent with the General Plan in that its policies call for the creation of public open spaces with potential passive and active recreational uses throughout the area. In addition to the public park referenced above, the plan identifies five other significant open spaces:

1. A plaza in front of City Hall of approximately 1.6 acres, which is foreseen as a community gathering space;
2. A circular open space within a roundabout proposed for Main Street which contains approximately 0.6 acres;
3. Open space along the freeway totalling approximately 3 acres, which is planned for pedestrian and bicycle uses;

4. A Village Green within the Rand development, which could be used as passive recreation with the possibility of children's play equipment being incorporated into the 0.7-acre area; and

5. A promenade area adjacent to the new east-west connector street of approximately one acre, which would provide for strolling, sitting, and a view corridor across Ocean Avenue to the ocean.

The quality of life recommendations listed above from the General Plan extend beyond those that include pedestrian, bicycle, open space, recreational and cultural issues. The policies of the Specific Plan are consistent in these other areas as well.

The Specific Plan calls for the provision of child care facilities that would meet the needs of the development that would be allowed within the area. This policy would work in tandem with the open space policies and their potential for active recreational uses and play equipment. This policy is, therefore, consistent with the General Plan recommendation for a more child-friendly environment.

The Specific Plan development concept would allow for the expansion of the institutional/research facilities of the Rand Corporation and the development of additional office space and residential units as well as a small commercial retail component. The policies that formulate this development concept would be consistent with the recommendation in the General Plan for additional and better job opportunities in the city. Additionally, the Specific Plan's policy requiring that residential development provide a minimum of thirty percent affordable housing units addresses the Land Use Element's recommendation for more affordable housing.

Circulation

The Civic Center Specific Plan is also generally consistent with the Circulation Element of the General Plan. The recommendations and policies of the Circulation Element call for neighborhood "traffic-calming" measures (traffic circles, alternative paving materials, medians), increased usage of transit/shuttles and the study of light rail possibilities, expansion of bicycle and pedestrian/wheelchair paths, and reductions in required parking in conjunction with approved and effective Transportation Systems Management programs. Further, the Circulation Element recommends that a parking structure be built near the Civic Auditorium or on public land near Main Street.

The policies of the Circulation Element also encourage overall land use patterns that reduce vehicle miles and trips, discourage vehicular traffic and parking in residential neighborhoods, minimize peak-hour trips by encouraging staggered work hours and land uses which do not generate peak-hour trips, and suggest traffic signal synchronization and other improvements to improve roadway efficiency.

The Specific Plan is consistent with these aspects of the General Plan in a number of ways. The policies of the Specific Plan require measures to limit the impacts of traffic within the Civic Center area and in adjoining residential neighborhoods through the implementation of traffic-calming measures, including the Main

Street roundabout and plaza, medians on Fourth Street, Main Street and Ocean Avenue, and the use of alternative paving materials. The Specific Plan addresses the issue of traffic intrusion into the Ocean Park neighborhood by recommending on-site circulation improvements and traffic-calming measures.

The Specific Plan seeks to reduce the number of total vehicle trips and miles traveled (daily and during peak hours) by allowing mixed-use development (institutional/research office uses for Rand, general office uses, residential uses and commercial retail uses), encouraging nonvehicular travel by providing pedestrian/wheelchair and bicycle paths throughout the Civic Center area, requiring the institution of a transit shuttle program and possible light rail stop location, and by reducing the number of required parking spaces to encourage carpooling, vanpooling and transit transportation. Further, the policies of the Specific Plan allow for the construction of two parking structures in the Civic Center area to serve the various users, including the Civic Auditorium. Finally, the Specific Plan policies call for the implementation of an automated traffic synchronization system to alleviate impacts to adversely affected intersections by providing more efficiency to the city's street network.

Housing Element

The Housing Element, which was adopted by the City in 1993, outlines the policies and programs which the City will undertake to ensure that the housing needs of existing residents and those expected to move into the community over the next five years are met. These policies and programs are intended to preserve, improve and develop housing for all economic segments of the community.

The Housing Element contains policies that encourage the development of housing for large families. Additionally, the Housing Element contains policies that seek to encourage and create incentives for the development of housing in conjunction with commercial developments where appropriate. Finally, the Housing Element contains policies that work to increase the supply of housing that is affordable to low and moderate income persons and families.

The Civic Center Specific Plan is consistent with all of these policies. The development concept that is allowed by the policies of the Specific Plan contains a mixed-use component comprised of 315,000 square feet of residential uses, office uses, and commercial retail uses that are intended to serve the residential and office occupants. The policies of the Specific Plan encourage residential units for large families and require that a minimum of thirty percent of the residential units be made affordable to low and moderate income persons and families.

Conservation Element

The Conservation Element was adopted by the City in 1975. The policies of the Conservation Element focus on four areas of primary concern related to the management of the City's natural resources: (1) Beach; (2) Water; (3) Land; and (4) Air.

The Conservation Element, through its policies, addresses the need: (1) to investigate

wastewater recycling; (2) for transportation planning to reduce vehicle miles traveled and resultant air pollution impacts; (3) to meet state standards in the insulation of new residential buildings; and (4) for more effective public transit.

The policies of the Civic Center Specific Plan require that development in the Civic Center investigate the feasibility of on-site wastewater treatment and recycling and utilize insulating and reflective materials in conformance with the City's Sustainable City Program (presently under consideration). Further, the Specific Plan policies which allow mixed-use development and reduce the amount of required and conveniently available parking (thus encouraging carpooling, vanpooling, public transit and nonvehicular travel), and the plan's policies which require an enhanced shuttle and transit program (and possible light rail transit stop), work toward reducing vehicle trips and the resultant air pollution impacts.

Open Space

The Open Space Element of the City's General Plan was adopted in 1973. The basic objectives and goals of the Open Space Element are to define and identify those open space uses important to the community together with a program assuring their preservation.

An action program proposed in the Open Space Element calls for the City to continue to utilize its zoning powers to assure the provision of adequate open space in all districts. The policies of the Civic Center Specific Plan call for an excess of 13 acres of open space for both passive and active recreational uses.

Scenic Corridors

The Scenic Corridors Element was adopted by the City Council in 1975. The purpose of the Scenic Corridors Element is to protect and enhance the scenic resources of the City of Santa Monica. It is proposed that this be accomplished by establishing a system of scenic corridors along existing roadways that traverse areas of scenic beauty and interest.

The element establishes seven scenic corridors in the city:

1. Santa Monica Freeway from the city boundary to Ocean Avenue;

2. Ocean Avenue from the north city boundary to Barnard Way;

3. Pacific Coast Highway (Route 1) within the city limits;

4. Barnard Way from Ocean Avenue to the south city boundary;

5. Wilshire Boulevard from the city boundary to Ocean Avenue;

6. Santa Monica Mall; and

7. Santa Monica Municipal Pier.

The goals of the Scenic Corridors Element require policies that provide for the beautification of thoroughfares which lend themselves to landscaping, pleasing architectural treatments, and the development of scenic corridors for the use of pedestrians and bicyclists.

The policies of the Civic Center Specific Plan are consistent with the Scenic Corridors Element in the way they affect the treatment of and development along Ocean Avenue between Colorado Avenue and Pico Boulevard. These policies require a twenty-foot publicly accessible setback along the eastern side of Ocean Avenue in this area that would be used for strolling, sitting, conversing, reading, eating, etc. during the hours of 7:00 a.m. to 10:00 p.m. In addition, the Specific Plan retains the bicycle lanes on the street and calls for a landscaped median along Ocean Avenue where feasible. Although not designated as a scenic corridor in the Scenic Corridors Element, Fourth Street, a similar north/south arterial, is also planned to include a landscaped median where feasible.

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